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FIRST ANNUAL REPORT

OF THE

BOARD

OF

RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING JUNE 30, 1878.

WITH COMPLIMENTS OF THE

Railroad Commissioners.



R /
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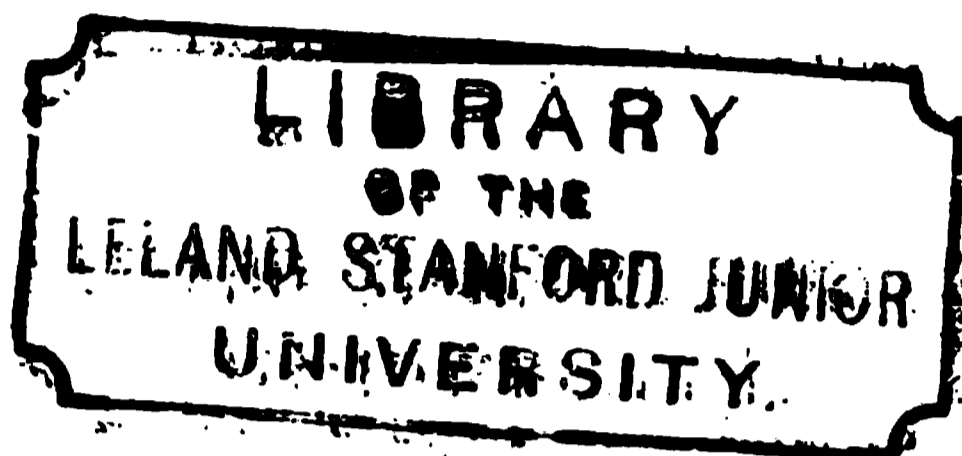
STATE OF IOWA.

DES MOINES:

R. P. CLARKSON, STATE PRINTER.

1878.

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COMMISSIONERS' REPORT.

STATE OF IOWA,
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, November 30, 1878. }

HON. JOHN H. GEAR, *Governor of Iowa*:

SIR:—In accordance with the requirements of the Statute we have the honor to submit herewith the First Annual Report of the Board of Railroad Commissioners, showing the general traffic, earnings, operating expenses and condition of the railroad companies doing business in this State, for the year ending June 30, 1878, together with the returns of the several companies to this office, and tabulated statements therefrom.

On the 4th day of April, 1878, the members of the Board of Commissioners convened at the Capitol in Des Moines; present, James W. McDill, Peter A. Dey and C. C. Carpenter, who, after being duly qualified, elected J. S. Cameron Secretary, in accordance with section 6 of the act above mentioned. On the 31st of August, 1878, C. C. Carpenter resigned his membership of the Board of Commissioners, and M. C. Woodruff was appointed to fill the vacancy by the Governor, his commission dating from September 1, 1878.

Entering upon the discharge of their duties as set forth in chapter 77, of the acts of the Seventeenth General Assembly, the Commissioners felt a natural embarrassment and hesitation arising from several causes which may be briefly mentioned here.

They fully understood that by the enactment of chapter 77 a new policy of railroad treatment had been adopted; one which had many earnest and sanguine friends, as well as many determined opponents, while a third and larger class were waiting and watching for practical results before approval or condemnation. The Commissioners felt that the very large number of citizens of Iowa who had favored and still favor what is popularly known as the "Granger Law," comprised many pure and able men who were not, from the very nature of their

convictions, prepared to accord to the Board that forbearance and charity which they so much desired and needed in putting into practical operation the new policy mapped out by the Legislature.

At the same time they recognized the act of the Legislature as the only expression of the will of the people to which they could listen, and the commands of the act as the ones which they must heed and obey. They understood that the rigid schedule of rates imposed by the Tariff Law had been condemned as too narrow, incomplete and unjust, and that restraints were removed, not to give the railroad companies absolute liberty of action, but rather to remove the chafing bands and fetters of which the companies had so much complained. They understood that the provisions of the act were not fully known and completely comprehended by a very large body of the citizens of Iowa, and that very many supposed that the Board had been made the grand reservoir of the powers of the State, so recently declared and established by the highest court in the land. And yet they found their powers, except those of a general and supervisory nature, very much limited and prescribed by the terms of the act, and that in fact, in most instances their duties were to advise and express opinions without any power to compel performance or respect decisions made. They well knew also that many regarded this want of power in the Commissioners as a fatal defect in the scheme proposed by the Legislature; while on the other hand the idea of the act, namely, a supervisory power in a board with actual and ultimate power in the Legislature, chosen periodically by and from the people, was the very vital idea of the policy or scheme proposed. The body of the people, the railroad companies and the Commissioners themselves were unfamiliar with the practical workings of the plan or policy adopted. Recognizing fully all these, and many other difficulties and embarrassments which have not been enumerated, the Commissioners claim for themselves an earnest desire and purpose to endeavor the faithful discharge of the duties imposed, to observe carefully all the details and workings of the new policy, to conceal nothing, to extenuate nothing and to fully report all their acts, their observations and conclusions to the Governor as required by law to do.

PRELIMINARY STEPS TAKEN.

Finding ourselves without data in the shape of reports from the several companies operating lines of railway within the State, and without practical experience as to the routine work necessary to a discharge of our duties, we sent our Secretary to Wisconsin and Minnesota, that he might observe the details of work in the Commissioners' offices in those States, which duty he discharged faithfully and with benefit, in giving us the use of the experience had, and observations made in those offices. We also by our correspondence procured copies of the reports of Commissioners of other States, and made careful examination thereof. Our attention was also given to a very careful and critical reading and consideration of the act creating the Board, and to diligent inquiry as to the probable scope and meaning of the several provisions contained therein. As might have been anticipated many doubts and difficulties suggested themselves to our minds.

THE POWERS OF THE BOARD AS TO GENERAL SUPERVISION AND INQUIRY.

Very early in our investigations our attention was called to the broad and sweeping language of Section 3 of the Act. The nature and extent of the "General Supervision" required of us in the first and the methods of inquiry intended and provided for in the second clause of said section, were the subject of much careful thought and inquiry. Soon after our organization the result of our deliberations and conclusions was set forth in a decision made by us in the case of the Keokuk & Des Moines Railway *vs.* the Des Moines & Fort Dodge Railroad upon a question of jurisdiction raised by the counsel for the latter Company. We here insert, for your consideration, our decision in full upon that subject :

DECISION OF THE COMMISSIONERS AS TO JURISDICTION.

The defendants in the above-mentioned case moved to dismiss the case of the Keokuk & Des Moines Railway Company for the following reasons, viz :

First—That the complaint has not been preferred by any proper or competent authority.

Second—That such complaint must have been preferred by the Mayor and Council of an incorporated town or city, or the Trustees of a township through which some portion of the road complained against is operated, or by and at the solicitation of twenty-five tax-payers after the refusal of such Council or Trustees to prefer complaint.

Third—That the Board of Railroad Commissioners has no authority to inquire into or pass upon private grievances affecting only an individual person or corporation where the public good is not violated.

The complaint alleges that the Des Moines & Fort Dodge Railroad track connects with the Keokuk & Des Moines Railway track at Des Moines; that the Des Moines & Fort Dodge Railroad has entered into running arrangements with the Chicago, Rock Island & Pacific Railroad Company; that the empty cars of the latter company are regularly delivered to the former at Des Moines, hauled to points on the line of the Des Moines & Fort Dodge Railroad, returned loaded to Des Moines and delivered to the said Chicago, Rock Island & Pacific Railroad Company at Des Moines, and hauled to Chicago and elsewhere; that applications have been made by shippers on the line of the Fort Dodge Railroad, to have cars of the complainant's or of the Chicago, Burlington & Quincy Railroad, or other roads connecting with complainant's road, sent to points on said Fort Dodge line, to be loaded and returned; that the Des Moines & Fort Dodge Railroad Company for a long time refused to receive the cars of complainant or roads connecting with it, and still refuses to receive such empty cars unless prepayment is made for the hauling thereof before the cars leave Des Moines; that no such charge is demanded from, or made to, the said Chicago, Rock Island & Pacific Railway Company; that when such cars are taken by said Des Moines & Fort Dodge Railroad, excuses are made for delaying same in transit, and for leaving same at stations other than those to which they were sent for shipment; that when such shipments are made, the Fort Dodge Railroad charges full local rates to Des Moines, and at the same time large abatements and drawbacks are allowed the Rock Island Railroad, thus discriminating against the complainant, and demanding and receiving from the Keokuk Railroad a greater sum than is accepted from the Rock Island, another connecting road.

This petition is presented signed by John Fyffe, attorney of the Keokuk & Des Moines Railway Company.

A scrutiny of the motion to dismiss, above set forth, will show that the mover relies upon the following propositions:

1st. That the matters complained of, if true, do not constitute a public grievance.

2nd. That the jurisdiction of the Board of Railroad Commissioners extends only to public and not to private grievances.

3rd. That the jurisdiction of the Board of Railroad Commissioners can only be invoked in the manner prescribed in section 15 of the act constituting said Board, namely, upon the application of the mayor and council of an incorporated town or city, or the trustees of a township, or upon their refusal to act upon the petition of twenty-five or more legal voters of any given city, town or township.

The importance of the inquiry suggested by the last or foregoing proposition cannot be overestimated. Called upon to aid in the administration and execution of a new law, the Board feels that no more important inquiry could have been suggested. Impressed with such feelings they have endeavored to give the subject their most careful

thought and consideration, and now submit a few reasons which have influenced them in their determination of the question.

Looking at the law creating the Board and defining its duties as their sole charter of powers, they find that section 1 of the Act repeals certain sections of a former Act which seemed to be inconsistent with the spirit and theory of this Act. Section 2 provides for the present Board, the manner and term of their appointment and services, and their qualifications and location. Section 3 defines their powers and duties and must in our opinion be regarded as the leading section, so far as the duties, powers and jurisdiction of the Board are concerned. From that section we learn that the Board shall have the general supervision of all railroads in the State operated by steam. That they shall inquire into any neglect or violation of the laws of this State by any railroad doing business therein, or by the officers, agents or employees thereof; that they shall from time to time carefully examine and inspect the condition of each railroad in the State, its equipment, the manner of its conduct and management with reference to the public safety and convenience; that they shall make a semi-annual examination of the bridges of the several railroad companies and report their condition to the companies; that if a bridge is found unsafe the Board shall notify the company owning the same, and the company shall repair and put the same in good order within ten days after receiving notice; and in default thereof said Commissioners are authorized and empowered to stop and prevent said company from running its trains over said bridge while in its unsafe condition; that if, in the judgment of the Commissioners, any railroad corporation fails in any respect or particular to comply with the terms of its charter or the laws of the State, or any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to or change of its stations or station houses, or any change in its rates of fare for transporting freight or passengers, or in its mode of operating its road and conducting its business, is reasonable and expedient, in order to promote the security, conveniences and accommodation of the public, they shall notify the company in question in writing, &c., but that nothing in the section shall be construed as relieving the company from its present responsibility or liability for damage to person or property.

Section 4 requires the Commissioners to make an annual report to the Governor of their doings for the preceding year, disclosing the workings of the railroad system of the State, its relation to the general business and prosperity of the State, and appropriate suggestions

and recommendations in relation thereto. Section 5 to aid the Commissioners authorizes them to require a report annually from each railroad in the State. Section 6 fixes the place of the office of the Commissioners, and their compensation, and that of their secretary. Section 7 prescribes an oath of office for the Commissioners, &c. Section 8 provides for a fund for salary and expenses. Section 9 grants them inquisitorial powers of investigation, authorizing them to issue subpoenas, &c. Section 10 is a section of general railroad law, prescribing the duties of a railroad company to shippers and to connecting railroads. Section 11 prohibits unequal and discriminating charges and special rates, concessions and drawbacks. Section 12 prohibits unreasonable charges for transportation of persons and property, or for handling or storing freight, or for use of cars, or for any privilege or service afforded by it in the transaction of business as a railroad corporation. Section 13 provides a forfeiture for violating any of the provisions of the act, and for attorney's fees to be recovered in a civil action in court. This section then provides that in all cases "where complaint shall be made in accordance with the provisions of Section 15 hereinafter provided, that an unreasonable charge is made, the Commissioners shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and all cases of a failure to comply with the recommendations of the Commissioners shall be embodied in the report of the Commissioners to the Legislature; and the same shall apply to any unjust discrimination, extortion or overcharge by said Company, or other violation of law." Section 14 prescribes the duty of the railroad companies and of the Commissioners as to accidents involving personal injury or loss of life.

Then follows section 15, which is the section requiring special construction, and must, in our view, be construed in the light of the other sections and parts of the act, so as to give if possible full meaning and scope to every part and parcel thereof. Section 15 reads as follows: "It shall be the duty of said commissioners, upon the complaint and application of the mayor and aldermen of any city, or the mayor and council of any incorporated town, or the trustees of any township, to make an examination of the rate of passenger fare, or freight tariff charged by any railroad company, and of the condition or operation of any railroad, any part of whose location lies within the limits of such city, town, or township; and if twenty-five or more legal voters in any city or township shall by petition, in writing, request the mayor and aldermen of such city, or the trustees of such township, to

“ make the said complaint and application, and the mayor and alder-
“ men, or the trustees, refuse or decline to comply with the prayer of
“ the petition, they shall state the reason for such non-compliance in
“ writing upon the petition, and return the same to the petitioners, and
“ the petitioners may thereupon, within ten days from the date of such
“ refusal and return, present such petition to said commissioners, and
“ said commissioners shall, if upon due inquiry and hearing of the peti-
“ tioners, they think the public good demands the examination, pro-
“ ceed to make it in the same manner as if called upon by the mayor
“ and aldermen of any city, or the trustees of any township. Before
“ proceeding to make such examination in accordance with such appli-
“ cation and petition, said commissioners shall give to the petitioners
“ and corporation reasonable notice, in writing, of the time and place
“ of entering upon the same. If upon such examination it shall appear
“ to said commissioners that the complaint alleged by the applicants
“ or petitioners is well founded, they shall so adjudge, and shall in-
“ form the corporation operating such railroad of their adjudication
“ within ten days, and shall also report their doings to the Governor,
“ as provided in the fourth section of this act.”

It seems to us important to note that the class of cases specifically provided for are those asking the Commissioners to make an examination “ of the rate of passenger fare on freight tariff charged by any
“ railroad company, and of the condition and operation of any railroad,
“ any part of whose location lies within the limits of such city, town
“ or township.”

It seems natural and reasonable to conclude that the naming of the cases requiring this particular formal complaint excludes all other complaint from such requirement.

Again, the last sentence of section 13 seems to us to contain a legislative construction of section 15. The Legislature says: “ And in all
“ cases where complaint shall be made in accordance with the pro-
“ visions of section 15, hereinafter provided, that an unreasonable
“ charge is made, the Commissioners shall, &c.” From the language of section 15 we therefore conclude that the restrictions as to manner or form of complaint found in section 15 applies solely to two classes of cases:

First—Cases of examination of the rate of passenger fare or freight tariff charged by any railroad company.

Second—Cases of examination into the condition and operation of

any railroad, any part of whose location lies within the limits of such city, town or township.

For these two cases being in the nature of local grievances the Legislature in its wisdom seems to have required that the jurisdiction of the Commissioners to inquire and examine could only be invoked in a certain way. In our view therefore, section 15 has only a limited and restricted operation. But when we turn our attention to the third section of the act defining the power and duties of the Commissioners, we think every doubt as to the fallacy of the proposition must disappear. The Commissioners shall have the general supervision of all the railroads in the State operated by steam. The words "general supervision" are words of the widest signification. They are entirely inconsistent with a crippled or limited power. Then it is provided that the Commissioners shall inquire into any neglect or violation of the laws of this State by any railroad corporation doing business therein, or by the officers, agents or employes; all of which requirements are, to our minds, only consistent with untrammelled liberty of inquiry, investigation and research.

We are, therefore, of the opinion that the proposition that the jurisdiction of the Board of Railroad Commissioners can only be invoked in the manner prescribed in section 15 is untenable. The other two propositions contained or implied in the motion to dismiss, namely, that the jurisdiction of the Board of Railroad Commissioners extends only to public and not to private grievances, and that the matters complained of, if true, constitute a private and not a public grievance in our opinion cannot be maintained. The Commissioners having general supervision of all the railroads in the State, and being charged with the duties of inquiring into any neglect or violation of the laws of this State by railroads, and being required to exercise their judgment as to whether the railroads are complying in every respect and particular with the terms of their charter or the laws of the State, there seems to us to be no limit to the extent and character of their inquiries, except such limits as are found in the exercise of a sound discretion, and judgment, and a constant recollection that we are to study and promote the security, convenience and accommodation of the public; which public is only an aggregation of private persons, and in this view a grievance to the humblest citizen, unless exceptional, becomes a public grievance.

But do the facts stated in the complaint, if true, constitute only a private grievance? The substance of the charge is that a certain rail-

road connecting with other railroads at Des Moines, so manages and manipulates its traffic that shippers along its line are hindered from patronizing one of the connecting routes to market and encouraged to the sole use of another route. If it is better to have two routes to market than one, then such a course on the part of any railroad company is reprehensible, and if persisted in, constitutes in our opinion a public grievance; for by such course whole communities are set traveling and trafficking upon one way alone to market, when otherwise two ways would be open to choose from. The business sense of every enlightened and enterprising community has been exercised to secure many ways to market; and it seems to us that in this view, and holding such conduct upon the part of any railroad to be wrong, and a public wrong, the Legislature embodied section 10 into the law creating the Board of Railroad Commissioners which reads as follows:

“ It shall be the duty of any railroad corporation when within their
“ power to do so, and upon reasonable notice, to furnish suitable cars
“ to any and all persons who may apply therefor, for transportation of
“ any and all kinds of freight with all reasonable dispatch, and to pro-
“ vide and keep suitable facilities for the receiving and handling of the
“ same, at any depot on the line of its road ; and also to receive and
“ transport in like manner, the empty or loaded cars furnished by any
“ connecting road, to be delivered at any station or stations on the line
“ of its road, to be loaded or discharged, or reloaded and returned to
“ the road so connecting ; and for compensation it shall not demand or
“ receive any greater sum than is accepted by it from any other con-
“ necting railroad for a similar service ;”—and we take this as a legis-
lative declaration that the acts complained of, if true, constitute a public grievance. We are, therefore, all of the opinion that the motion should be overruled, and that it is our duty to inquire into the truth of the allegations of the petitioner.

Afterwards, the evidence being heard in the above case, we made our decision upon the questions involved, which we herewith submit :

On the first day of May, 1878, the Keokuk & Des Moines Railway Company filed its complaint in this office against the Des Moines & Fort Dodge Railroad Company, alleging that complainant is a corporation duly organized and incorporated under the laws of the State of Iowa, having its principal place of business at Keokuk in this State, and that it owns and operates a line of road running from Keokuk to the city of Des Moines. That it has a large trade in freight and passengers and connects at Ottumwa with the Chicago, Burlington & Quincy Railroad, and at Keokuk with the Toledo, Wabash and Western Railway, and with the St. Louis, Keokuk & Northern Railway and

through them has ample facilities for sending and does actually send many passengers as well as large shipments of stock, grain and other freight to Chicago, St. Louis, Toledo and other points. That the Des Moines & Fort Dodge road owns and operates a line of railway from Des Moines to Fort Dodge, and that the tracks of the Keokuk & Des Moines Railway and the Des Moines & Fort Dodge Railroad connect at Des Moines; that said Des Moines & Fort Dodge Railroad Company has entered into running arrangements with the Chicago, Rock Island & Pacific Railroad, and that the empty cars of the latter are regularly delivered to the former at Des Moines, hauled to points on the line of the Des Moines & Fort Dodge Railroad, returned to said Chicago, & Rock Island Company at Des Moines and hauled to Chicago and elsewhere; that applications have been made to the agent of complainant by shippers on the line of the Des Moines & Fort Dodge Railroad for cars either of the complainant or of the Chicago, Burlington & Quincy Railroad or the cars of other roads connecting with petitioner's road to be sent to points on the line of the Des Moines & Fort Dodge Railroad to be loaded and returned; that the Des Moines & Fort Dodge Railroad for a long time persistently refused to receive the cars of petitioner or of roads connected therewith, and that they still refuse to receive said empty cars unless a pre-payment of ten cents per mile be made for hauling said empty cars, and that such pre-payment is exacted before the cars leave Des Moines. That no such charge is demanded from or made upon the Chicago, Rock Island & Pacific Railroad Company. That when such cars are taken, excuses are made for delaying them in transit, and for leaving them at stations other than those to which they were sent for shipment. That the Des Moines & Fort Dodge Railroad charges the complainant full local rates on such shipments to Des Moines, and at the same time large abatements or drawbacks are allowed the Chicago, Rock Island & Pacific Railroad Company on similar shipments, "thus discriminating against petitioner and demanding and receiving from it a greater sum than is accepted from the Chicago, Rock Island & Pacific Railroad Company for a similar service, contrary to the statute in such case made and provided."

Steps were at once taken by the commissioners to advise the Des Moines & Fort Dodge Railroad of the complaint above made, and on the fourth day of June the answer of said Company was filed alleging that no stock has been shipped to St. Louis over the line of the Des Moines & Fort Dodge Railroad for a number of years, and the amount of grain shipped to that market is limited, that Chicago is the principal point of shipment; denies that shippers along the line of its road have made application to the agents of the petitioner to have cars of the petitioner or any of its connecting roads sent to points along the line of its road, but alleges that the agents of petitioner have passed along the line of respondent's road, and offered unusual rates, and less rates than those charged by the Chicago, Rock Island & Pacific Railroad Company, underbidding and using influences of an unfair character to obtain business. That prior to November 15, 1877, respondent had running arrangements with the petitioner, and since that time it has had running arrangements with the Chicago, Rock Island & Pacific Railroad Company; that its present charges for through freight have not been increased in any case, and in some instances are less than when it had

running arrangements with petitioner. Admits having charged the petitioner ten cents per mile for hauling its empty cars, but alleges that it charges the same sum to the Chicago, Rock Island & Pacific Railroad Company for hauling its empty cars; admits that it has demanded of the petitioner payment in advance for such services, and alleges as a reason therefor that petitioner is wholly insolvent, and that respondent has been advised that it has a legal right in such case to demand such payment in advance; denies having delayed any cars committed to it by the petitioner unreasonably or without lawful excuse; denies having allowed abatements and drawbacks to the Chicago, Rock Island & Pacific Railroad Company, but alleges that its charges made for freight delivered to the petitioner and carried by it and its connecting roads to points east, are precisely the same as charged by respondent to the Chicago, Rock Island & Pacific Railroad Company for similar services.

In the early stages of the proceedings a question was raised as to the jurisdiction of the Board and was considered by us and determined in favor of our rights and duty to hear and inquire as to the things charged. Upon the question being raised, the Board held it was inexpedient or unimportant to inquire into any acts of the respondent prior to the time when the act creating the Board of Railroad Commissioners took effect. The taking of testimony was concluded on the 25th of July, A. D., 1878, and counsel for petitioners and respondents at their request, had till September 1, 1878, to file their arguments, and these being filed, on the 28th of August, 1878, we proceeded to an examination of the evidence and the announcement of our views in relation to the facts developed.

The charges in the above complaint as narrowed down by the ruling of the Commissioners, and supported by evidence, are that after the passage of the railroad law by the Seventeenth General Assembly, and contrary to the provisions of the act, that the Des Moines & Fort Dodge Railroad Company unjustly discriminated against the Keokuk & Des Moines Railway Company:

First—By refusing to deliver five cars destined for points on their road and ordered by shippers.

Second—That two cars in transit were unnecessarily delayed, and set off at a station other than the one to which they were ordered.

Third—That pre-payment of ten cents per mile for haulage was demanded on ten cars that were sent forward to be loaded, contrary to custom among railroads, and that this pre-payment was not demanded of the Chicago, Rock Island & Pacific Railroad, and that pre-payment of freight was in every case demanded and received of the shipper before the loaded cars would be moved, to the detriment of the business of the Keokuk & Des Moines Railroad, while no such claim was made on shippers over the Chicago, Rock Island & Pacific Railroad, thereby unjustly discriminating against the Keokuk & Des Moines Railroad.

The first car refused was a Keokuk & Des Moines stock car, No. 236, set on the transfer track April 3, 1878, and ordered to be delivered to E. C. Hurlbert, Waukee. This is sworn to by Mr. Coykendall, agent, as tendered, but not taken. No explanation has been furnished by the defendant as to this car other than this, on the 9th of April that a Keokuk & Des Moines stock car, No. 157, was received and

delivered at Waukee April 10, and returned to Des Moines empty April 26th.

The second car refused was box car No. 20, Chicago, Burlington & Quincy, on the 29th of April, for Lamme, at Minburn; this is shown by statement and memoranda of Coykendall, agent.

Musser, the agent of the Des Moines & Fort Dodge Railroad, swears and his memoranda shows, that this car was forwarded to Minburn April 30, returned loaded May 10, and receipted for by Coykendall. Conductor's report shows that this car was forwarded April 30. (Mr. Coykendall is evidently in error.)

The third car, No. 266, Keokuk & Des Moines stock, for E. C. Hurlbert, Waukee, reported tendered by Coykendall and not taken. Musser's memorandum says received April 29, at 8:10 A. M.; he also swears that he was notified by Coykendall not to send the car, that it was not needed, that Hurlbert would drive his stock to Des Moines.

The fourth and fifth, Chicago, Burlington & Quincy cars, Nos. 229 and 1,499, for Lamme, at Minburn, reported refused by Coykendall on the 9th of May, were on the testimony of Musser, agent, and Smith, car inspector, refused, being unfit to run, the one having a broken draw bar, the other a flat wheel, and the Chicago, Burlington & Quincy cars 8,960 and 9,412 were forwarded in place of them to Minburn on the 11th, and one returned loaded on the 16th, the other on the 21st; in this statement he is confirmed by conductor's report.

The two cars set off at Ashawa billed for Minburn were set off by order of Gilmore, Superintendent. He swears that the train out of Des Moines was larger than the engine could haul up the grade from Ashawa north. (Twenty-five cars and one coach.) They were taken to Minburn the next day, conductor's report confirms the statement.

The last charge, the demand for pre-payment for haulage of empty cars, and for pre-payment for freight of shippers is admitted by the Des Moines & Fort Dodge Railroad Company, and justified on the ground that the common carrier is entitled to demand pay for his services at any time in his discretion. They also claim that the Keokuk & Des Moines Railroad Company was wholly insolvent, and that they were legally advised that they had the right to demand pre-payment.

It is impossible to fix any rule or time that a railroad company shall deliver cars received at any given station, there being so many circumstances to govern that in fixing the line between wilful negligence and the ordinary course of business considerable latitude must be allowed. The only instance proven of cars left at stations other than directed, were the two cars left at Ashawa on the 30th of April, by order of Gilmore, Superintendent. From the evidence it is plain that setting out two cars was proper, and entirely justifiable. At the same time there is something that looks like discrimination in selecting the only cars that the Keokuk & Des Moines road had forwarded. They were sent the next day. There seems to have been no need of haste, as they were left at Minburn May 1st, and returned loaded, the one May 13th, the other May 16th.

Counsel pressed with considerable force the fact of delays in forwarding cars; yet it is hardly probable that any given number of cars on the road under ordinary circumstances would be forwarded with less delay than these were.

While there is every evidence of a strong disposition to turn all the business to the Rock Island road, the management of the Des Moines & Fort Dodge road seem to have carefully guarded their official action, so as to come within the letter of the law, unless in the car 286, which Gilmore refused to send, as sworn to by Whiting, saying that Hurlbert could drive his stock. The next day a car went up, which was not loaded, and returned empty April 20th.

There is no evidence of drawbacks to the Chicago, Rock Island & Pacific. From the evidence and the nature of the business it is clear that the Rock Island Railroad Company were paying a liberal price and a large bounty above a pro rata for the business furnished at Des Moines. This is legitimate. Branch roads of this character could not be maintained on purely local rates, and it is right that they should be liberally compensated for gathering up and delivering in car loads to the trunk lines.

As to the complaint made that a charge of ten cents per mile in advance was exacted from the Keokuk & Des Moines Railroad for hauling its empty cars and those of its connecting roads to points on the line of the Des Moines & Fort Dodge Railroad, we think the evidence clearly shows that the same amount, viz: ten cents per mile for hauling its empty cars, was claimed and collected from the Chicago, Rock Island & Pacific Railroad Company for hauling its empty cars to points on the line of its road. But it also appears from the evidence that pre-payment was demanded from the Keokuk & Des Moines Railway before the cars were moved. The reason given for this in respondent's answer is that the petitioner was wholly insolvent, and respondent was advised that it had a legal right to demand such payment in advance. We find no evidence in the record going to establish either of the above propositions. But the Superintendent of the Des Moines & Fort Dodge Railroad testifies that he had knowledge of the fact that at the time when this rule of pre-payment was adopted the petitioner was not paying its bills promptly when they were due, but was paying in time checks, and that he had seen what purported to be an official report of that company, stating its inability to pay interest on its bonds and proposing that the same should be funded. It is claimed by the Des Moines and Fort Dodge Railroad Company that it has a legal right to demand pay for such services in advance, and that in this case it had reason for departing from its ordinary custom and exercising its legal right. That such legal right exists can hardly be doubted. See Redfield on Common Carriers, Sec. 133. But to our minds the question with which we are to deal is something more than an abstract question of law. Sec. 10 of the Act creating the Board of Railway Commissioners declares: "It shall be the duty of any railroad corporation when within their power to do so, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling the same at any depot on the line of its road; and also receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded or discharged, or re-loaded and re-

“turned to the road so connecting ; and for compensation it shall not demand or receive any greater sum than is accepted by it from any other connecting road for a similar service.”

By the express and positive requirements of this section each railroad company in the State is required to haul the empty or loaded cars of any of its connecting roads, with reasonable dispatch, and to keep suitable facilities for such work at its depots. The evident meaning of the law is that all persons, dealers, shippers and connecting roads are for the great work of the railroad, transportation, to be treated alike. No favors are to be shown one at the expense of another. No schemes or devices are to be adopted which shall result in hindering a free use of every avenue for transportation. The evil attacked is discrimination; the remedy provided by the Legislature is a rule of action laid down in very clear and precise terms, and a penalty for its violation as provided in section 13 of the act. We can well understand that the letter of the law may be observed while its spirit is wantonly violated, and that probably no more dangerous mode of violation may be found than by the assertion of a strict legal right. It does not seem to have been the custom of the Des Moines & Fort Dodge Railroad to demand pre-payment from other roads for hauling empty cars. Conceding its legal right to make such demand in view of the general custom of the road, its enforcement in the exceptional case, if without reason or excuse, would, in our judgment, be such discrimination as the law forbids. But if its officers really believed as they claim, that by reason of inability or insolvency it was unsafe, in a business point of view, to render the service without pre-payment, it seems to have been their legal right to enforce it. We cannot refrain from regret at what was most apparent during the trial of this case, namely, a bitter feeling between the two roads in question, arising no doubt from old transactions and troubles, which feeling is manifest between two business men who had common interests interlaced and intertwined as are the interests of these roads, and which could only be characterized as puerile in the extreme. In conclusion, we earnestly recommend to the respondent as we do to all the railroads of the State, that the law prohibiting discrimination be observed not only in letter, but in spirit, believing as we do, that its observance is essential to the performance of their great work of transportation.

C. C. CARPENTER,
PETER A. DEY,
JAMES W. McDILL,
Commissioners.

With regard to the duty devolving upon the Board “from time to time to carefully examine and inspect the condition of each railroad in the State, and of its equipment, and the manner of its conduct and management with reference to the public safety and convenience,” we have to report that the whole of each line of railroad in the State has been inspected by some one or more members of the Board in connection with, and assisted by J. S. Cameron, Esq., our Secretary, whose technical knowledge and practical skill as a civil engineer have

been invaluable to the Board in seeking to perform this duty. A detailed result of such examination is more fully set forth in another part of this report.

We are required "for the purpose of keeping the several railroad companies advised as to the safety of their bridges to make a semi-annual examination of the same and to report their condition to the companies."

REMARKS AND SUGGESTIONS AS TO BRIDGES AND THE LAW IN RELATION
THERE TO.

A bridge is defined by Webster to be "a structure of wood, stone, brick or iron raised over a river pond or lake for the passage of men or other animals."

We regret that we are left without any legislative definition of the term, limiting the broad terms of the ordinary and popular meaning above set forth.

From an examination and comparison of the reports of the various companies returned to us under the provisions of section 5 of the act, we are led to believe that there are about sixteen thousand such structures in the State, forming parts of the lines of the various companies operating in Iowa.

We are advised, by experts, that a careful inspection of such structures would require at least the devotion of one day to ten in number thereof, and it therefore seems that a physical impossibility is required of the Board in this particular. We cannot believe it wise that the Board shall be required to "advise the railroad companies of the condition of their bridges."

The railroad companies themselves should, in our opinion, be held to a rigid accountability for the condition and safety of their bridges. Every well regulated railroad company has within itself the efficient means of knowing daily their condition and security along its line. To literally comply with the requirements and terms of section 3 of the act, and in its very terms as to bridges, would, it is clear, require the constant personal attention of every member of the Board during every day of the whole year, and the neglect of all other duties required by the law, and also the employment of a large number of experts at an extraordinary expense.

We therefore, under the provisions of section 4 authorizing us to make suggestions and recommendations, do most respectfully yet

earnestly suggest and recommend that the legislature at the earliest possible moment revise its legislation upon the foregoing subject, and suggest in lieu thereof the following scheme or plan:

AMENDMENT AS TO BRIDGES SUGGESTED.

That the various road-masters or other officers having charge of and being held by the railroad companies responsible for the safety of the bridges thereof be required to report quarterly to the Commissioners the exact condition of each bridge along the line, or portion thereof, under his charge, noting particularly any defect either apparent or real, found after careful inspection, stating the age of wooden structures, also any evidences of decay and waste found in reference to such structures. That immediately upon the reception of such reports it shall be the duty of the Commissioners to carefully examine such reports, and to examine at once, either in person or by experts to be employed by said Commissioners and paid out of the fund provided for in section 8, all bridges reported in any manner defective. That if after such examination the Commissioners deem any bridge unsafe they shall notify the railroad company at once of their opinion, and it shall be the duty of said railroad company to repair and put said bridge in good order within ten days after receiving said notice. That if after receiving such notice the railroad shall fail, within ten days, to repair and put such bridge in good order, it shall be the duty of the Railroad Commissioners in the name of the State to file an information against the railroad company so in default, in any district or circuit court of the State which they may select, and that upon the filing of said information a writ of injunction shall issue enjoining and forbidding said railroad company from running or passing its trains over said bridge while in its unsafe condition. That such Commissioners may employ counsel for the preparation and filing of said information to be paid a reasonable sum to be allowed and taxed as costs against such railroad company. That said injunction may only be dissolved by the court upon presentation of satisfactory evidence to the court that the bridge in question has been repaired and made safe.

ACTION OF COMMISSIONERS UNDER THE LAW AS TO BRIDGES.

Having suggested the difficulties and what seem to us to be the imperfections of the present law as to bridges, we have to report that we have so far as in our power obeyed the law. We have through some one of our number personally inspected all the principal or larger structures in the state. Wherever we have found defects we have called the attention of the company thereto. We have received informal and even anonymous information in regard to bridges and in every such case some one of our number personally inspected the bridge complained of, and the company itself has been required to make particular and detailed report of the structure and its approaches. It gives us great pleasure to report that in every case where we have felt it to be our duty to call the attention of the companies to defects in bridges, they have responded cheerfully, and promptly repaired and strengthened the same.

RECOMMENDATION AS TO COLLECTION OF PENALTIES IMPOSED.

With reference to section 5, providing for a penalty of one hundred dollars for each day's willful delay or refusal to furnish reports to the Board from railroad companies, we suggest that the Board should be required to report said delinquency to the Governor, and that he be required to proceed at once to collect the penalty upon the reception of the report of delinquency.

Very soon after the organization of the Board we were called upon to construe section 10 of the act with regard to connecting roads, and their duties in relation to each other, and have heretofore set forth our opinion in relation thereto as embodied in our remarks upon the case of the Keokuk & Des Moines Railway against the Des Moines & Fort Dodge Railroad.

Certain matters of difference between the Consolidation Coal Company, the Excelsior Coal Company, the Hickory Grove Coal Company, and the Receiver of the Central Railroad of Iowa were, by agreement submitted to the Board for its advice and decision, and the result of our investigations is fully set forth in our opinion, which is here set out.

OPINION AS TO A COAL CONTRACT, LATERAL ROADS, AND CAR
DISTRIBUTION.

On the 17th of May, 1878, H. W. McNeil, General Superintendent of the Consolidation Coal Company, addressed a communication to the Commissioners stating that on the 5th day of April, A. D., 1878, Hon. J. B. Grinnell, Receiver of the Central Railroad of Iowa, executed a contract with the Consolidation Coal Company, of which the following is an exact copy:

MEMORANDUM.

MARSHALLTOWN, IOWA, April 5, 1878.

It is proposed to make a general arrangement between the Central Railroad Company of Iowa and the Consolidation Coal Company to adjust coal rates and freights and arrive at a basis to sell on at all points and settle rates on coal for supplying the different railroad companies. The present rates on coal to private parties and the present freight rates on the same shall be the first basis.

First—When any cut is necessary to take the business at a point, both parties shall reduce *pro rata* until the coal company reaches \$1.35 per ton, then the railroad company shall cut down freight rates until they reach three-fourths of one cent per ton per mile for one hundred miles or over, then both parties shall again reduce *pro rata*.

Second—The coal company agrees to supply coal to the Central Railroad for its own use at not to exceed \$1.30 per ton.

Third—The coal company shall if necessary cut from \$1 50-100 to \$1 35-100 per ton on coal going to the Chicago, Milwaukee & St. Paul Railroad, and S. M. Railroad Company, for their own use, the Central to then make such a rate as will take the trade.

Fourth—As to the point of protection of the coal company against the unreasonable, undesirable opposition of small and desultory miners, the railroad company agrees that it will not extend any rate to them below those now existing, and will generally encourage and protect the Consolidation Coal Company where such action will not conflict with existing laws, the consideration being that the coal company furnishes at all times all the coal demanded.

E. CLARK, President C. C. Co.

J. B. GRINNELL, Receiver C. R. R. of I.

And submitted to the commissioners for their decision the question whether the fourth clause is legal.

On the 15th day of June, 1878, the Commissioners notified H. W. McNeil, General Superintendent, and Major H. L. Morrill, then Receiver of the Central Railroad Company, and Hon. H. W. Gleason, attorney for the Excelsior Coal Company and the Hickory Grove Coal Company, which companies the Board had been advised were adversely interested, that the Commissioners would be ready to hear said case on the 12th day of July, A. D., 1878.

On the 9th of July and at subsequent times Crookham & Gleason, attorneys for the Excelsior and Hickory Grove Coal Companies, filed statements alleging—

That the Excelsior Coal Company owns and operates a coal mine in section No. one, town seventy-five, range sixteen west, being 180 acres of coal land, and a shaft, and also 8,400 feet of railroad track connecting said mines with the Central Railroad of Iowa;

That they have large quantities of good coal, and if not hindered by

discrimination they can run their mine to its full capacity during the coal season;

That the market for the coal lies northward, and the Central Railroad is the only line over which said coal can pass to market;

That the three mines of the Consolidation Coal Company are the Mahaska, the Muchakinock, and the Black Diamond mines;

That the Receiver of the Central Railroad refuses to haul coal over the Excelsior Company's switch, which is 8,400 feet in length, unless the coal company pays 25 cents per ton for such haul in addition to regular rates;

That the Central Railroad Company owns the Muchakinock track and hauls without charge over that track, as also the Black Diamond track, and keeps them in repair;

That the Central Railroad Company refused to build the Excelsior Company's switch, and they themselves built it;

That the Mahaska County Coal Company's switch is the private property of said company, but the Central Railroad Company hauls over the same without extra charge, and maintains and keeps it in repair;

That the Mahaska County Coal Company's switch has a heavier grade than the Excelsior switch and is longer; and

That the Central Railroad of Iowa thereby discriminates against the Excelsior Company;

And they asked that the contract with J. B. Grinnell, Receiver, be declared void, and that the Central Railroad Company be required to operate said switch of the Excelsior Company, and to charge said company the same or equal rates with other companies.

By subsequent amendment it was alleged—

That the Excelsior Company built its switch with the consent of the managers of the Central Railroad of Iowa, and it was commenced under a contract with said Central Railroad that the same should be operated as a switch;

That the Central Railroad Company made connection with said switch with full knowledge that it was to be used as a switch of said railroad company;

That said switch is, in fact, a part of the line of the Central Railroad of Iowa; and

That no compensation is paid by the Consolidation Coal Company for operation of the Mahaska County Coal Company's switch.

The same attorneys, for Hickory Grove Coal Company, allege—

That said coal company is situated in Monroe county, Iowa, about three and one-half miles south of the Black Diamond mine, and is on the line of the Central Railroad of Iowa and connected by a switch owned by said company;

That under the contract with the Consolidation Coal Company the Central Railroad is charging 15 cents per ton more than from the Black Diamond Coal mine, only three and one half miles nearer market; and

That said company has a contract to deliver 1,500 car-loads of coal to roads north and for the execution of which the Central Railroad of Iowa furnishes the only route, and asks that the contract of the Consolidation Coal Company be declared void and a just rate fixed for shipment over the Central Railroad of Iowa.

On the 25th of July, A. D., 1878, H. L. Morrill, Receiver and General Superintendent of the Central Railroad of Iowa, addressed a communication to the Board saying that he desired the advice of the Board on the following questions, namely:—

A rule for fair distribution of empty cars daily to the several coal companies.

Whether rates to each should be equal without regard to tonnage, or whether a continuance of a contract between his predecessor and the Consolidation Coal Company should be allowed, or what substitute if any?

He further added that he did not deem it necessary to present any argument for the railroad company, as the result was to it immaterial if it could only have a fair and just basis with harmony of working.

The case was finally submitted to the Commissioners on the 29th day of August, 1878.

We cannot look upon the contract with the Consolidation Coal Company in any other way than a contract clearly against public policy and as clearly prohibited by the express terms of the law in full force at the time of the making of the contract. Its general purpose is, as stated by the contracting parties, to arrive at a basis to sell coal at all points and settle rates. It does not seem to us that the parties to this contract have any such power. Certainly they have no right in this manner to settle prices. By the very first stipulation the Central Railroad of Iowa, so far as its Receiver could do so, binds itself to become a partner and abettor of the Consolidation Coal Company so far as to cut down its rates of freight as low as three-fourths of a cent per ton per mile for one hundred miles and over if necessary, and as we understand the last clause the railroad company is to put its rates still lower if necessary to carry out the purpose. We are utterly at a loss to see how such an agreement is consistent with the duties a receiver owes to the creditors of the road, and believe such a contract can never receive the approval of the court whose officer and appointee the Receiver is.

The third stipulation is, that if necessary to supply two railroads the coal company will reduce the price of coal from \$1.50 to \$1.35 per ton for the coal used by said companies, and then the Receiver binds the company to "make such a rate as will take the trade." It cannot in our view be possible that such a stipulation can be approved.

But the fourth stipulation is still more reprehensible. It stipulates that to protect the Consolidation Coal Company against (we here quote the contract) "the unreasonable, undesirable opposition of small and "desultory miners," the railroad company agrees not to "extend any rate "to them below those now existing, and will generally encourage and "protect the Consolidation Coal Company, where such action will not "conflict with existing laws, the consideration being that the Coal Company furnishes at all times all the coal demanded."

Disputing absolutely the jurisdiction of the contracting parties in this case to decide that the efforts of small and desultory miners are unreasonable and undesirable, we are also very sure that a contract which binds a railroad company to hold existing rates up to present mark for them, and to go as low on rates as three-fourths of a cent per ton per mile for one hundred miles and over for it, and still lower if necessary, is so clearly a contract against public policy, even if its ob-

ject should be to get all the coal the public shall demand, and if its purpose should be coupled with the stipulation that such things shall be done so as not to violate existing laws, that it cannot in any manner be approved. We feel sure such a stipulation is impossible, and we can hardly understand how those who made the contract could suppose it possible. To our minds the contract is one for illegal discrimination, and we do not hesitate to say to the Receiver, since he has asked our advice in relation thereto, that we do not think he ought to feel bound by any of its stipulations. It is urged by the Consolidation Coal Company that it has invested large amounts and thereby fitted and enabled itself to fully supply the market, or at least to furnish all the coal for which the Central Railroad can furnish transportation. If this be true, such a company can have little reason to fear the competitive struggles of other mining companies, and the way of such a company to prosperity is through open competition and not as a hedged monopoly. It is through competition and open avenues for trade that the public good is advanced. No limitations or restrictions ought to be placed on the humblest worker in advancing the coal interest of Iowa to a front place in supplying coal both in this and all the neighboring states. And this is both the letter and spirit of the law under which we act, and by the terms of which we are called upon to inquire and advise.

DISTRIBUTION OF CARS.

In answering the question of the Receiver of the Central Railroad as to what rule should govern in the distribution of cars, we are well aware of the difficulty of laying down any rule in general terms which will in each case do exact justice. The discharge of the duty of distribution involves so much and such an exact knowledge of detail, that it is hard to lay down any rule. Certain general propositions may, however, be made. Whenever able to do so every railroad company should have cars sufficient for the transaction of the ordinary business of the road. If at certain seasons of the year there is, as in the coal trade, a great demand for cars of a certain character, it is the duty of the railroad company to have a sufficient number of cars to supply the ordinary demand. The ordinary demand of each station on the line of the road ought to be supplied, and the ordinary demand of known and established shippers at each station for cars should be supplied. An extraordinary demand at stations and by shippers resulting from a periodical influx of business should be met by a pro-rata distribution of cars, and this should be made both as to stations and shippers. To illustrate our idea: if at a given station there are two shippers, one of whom demands ordinarily in his business one hundred cars per month, and another who demands ordinarily in his business ten cars per month, and there should from any cause be an inability to fully supply the increased demands of the two shippers, the distribution of cars to the shippers should be in the proportion of ten to one.

OPERATION OF A LATERAL RAILWAY.

Can the Central Railroad of Iowa be required to operate the line or switch of the Excelsior Coal Company? The evidence shows that this switch was built by the Excelsior Coal Company. Its connection with the Central Railroad Company was effected by virtue of the requirements of section 1292 of the code of 1873, which provides that "any railway corporation operating a railway in this state, shall, on request, permit the railway operated by any other company to be connected therewith and shall draw over its railway the cars of such connecting railway at reasonable terms and for a compensation not exceeding its ordinary rates."

The Excelsior Company under provisions of chapter 34, Acts of the Fifteenth General Assembly, approved March 18th, 1874, instituted proceedings for the condemnation of right of way for their track. These proceedings were resisted by certain owners of land sought to be taken thereby, and it was urged that this line of road was in no sense a public way. The case has been decided by the Supreme Court of the State, though not yet reported. We have been permitted to inspect the record, and if we correctly understand the decision it is held that the condemnation of lands under the act of 1874 makes the line a public way and imposes upon those operating it corresponding public duties. It must, we think, be regarded as a lateral road owned by the Excelsior Company, independent of and in no way controlled by the Central Railroad. Counsel cited some cases in which the Supreme Court of Illinois held that a switch operated and used by a railroad, became by such operation and use a part of the road, so that the company was required to deliver grain consigned thereto at a warehouse elevator situated on the switch, but in subsequent cases the court said their ruling was that a railroad company must deliver grain to any elevator which it had allowed by a switch to be connected with its own line. But there is to our minds a wide difference between a side-track and switches, as in that case, and a lateral road owned by the coal company as in this case. We cannot conceive of any obligation resting upon a railroad company to maintain and operate any other than its main line, switches, and sidings, and if it can be required to maintain and operate a line belonging to another two miles in length, it might with equal propriety be required to operate one hundreds of miles in length, and surely no one can maintain this proposition.

The affidavit of Mr. Bentley states that the Excelsior Coal Company owns a tract of land in Mahaska county on which their mines are situated; that the mines are now capable of furnishing for shipment by rail, eight cars per day, and are being increased in capacity at the rate of two cars per week, until their capacity reaches 35 to 40 cars per day; that the Excelsior Company owns a railway to their mines, connected by a switch with the Central Railroad of Iowa 8,400 feet long; that the market for coal mined in Mahaska county and shipped by rail is entirely North; that the company has contracts, and a market for all the coal it can mine during the coal season.

The company presents a map attached to the petition upon which Mr. Bentley swears the distances are correctly shown, from the different coal mines to the central track. From this map it appears that

the track of the Mahaska County Coal Company is the farthest north of the mines connecting with the Central Railroad track by rail; that the Excelsior reaches it 8,200, the Muchakinock 16,500; the Black Diamond 66,000, and the Hickory Grove 93,150 feet south of the Mahaska County Coal Company's switch. The grade of the road is practically level, or at least without any descent or ascent sufficient to affect the cost of operation from the Mahaska County Coal track to that of the Black Diamond. From the pleadings we infer that the charge for hauling coal north is the same from these four mines. From this statement of the case it would seem that the railroad company may fairly, and without discrimination, fix the rates of transportation from the Mahaska County, Excelsior, and Muchakinock mines at the same rate, as the latter furnishes at present much the largest amount of coal for transportation. In the economy of the management of the road, handling cars, and the use of motive power, the work might be more cheaply done, if all the coal were shipped from that point, though farther than the other two. This rule will not hold good with the Black Diamond and Hickory Grove mines, both of which are south of the Des Moines river. It is plain that there is a discrimination in rate in favor of the Black Diamond Company, which is 66,500 feet south of the Mahaska County, and against the Hickory Grove, which is 93,150 feet south of the same mine. The former, doing a smaller business, is not subject to the same rule that govern, the Muchakinock, and the latter, although considerably up the grade going south, yet for all coal traffic has the grade in its favor. In our judgment these mines should pay a reasonable rate per ton per mile on the respective distances of each from the switches of the Mahaska County Coal Company's mines. These mines are neither of them at present very large producers, but are practically the main business of the road from Edyville to Albia, a road that crosses the Des Moines river, and is expensive to maintain. While every possible facility should be furnished these mines to ship their products, they are from their location not so favorably situated, and a reasonable charge for the extra haulage can work them no injustice. We would suggest that a rate, averaging for the additional miles of haulage about the same as charged the other mines for through business, would be equitable.

We have fixed the point where the switches are located in main line, as the point to calculate rates from. If there should be merely sidings at which the cars are taken, no extra charge should be made for handling cars, but where there is a spur track, as in the case of the Mahaska County and the Excelsior Coal Companies, of more than a mile and one half each, owned by themselves, if the railroad company see fit to operate them, it is entitled to a reasonable compensation; or as in the case of the Muchakinock mines, where the spur track is more than three miles, built and maintained by the railroad company, it is bound to operate it, and is certainly entitled to compensation for haulage on that distance. A charge in one case and a failure to charge in the other would certainly be discrimination under the law. That the company might settle an old unpaid claim for overcharges, as in the case of the Mahaska County and the Muchakinock Coal Companies, by an allowance of a certain amount per car, credited on the claim until paid, is proper. Of this we have no evidence before us except the simple

statement furnished incidentally by Mr. McNeil, and the contract, and therefore do not feel called upon to determine the value of the claim. The fact that suit was brought personally against the Receiver, and not the company, does not alter the case if there was a just claim for overcharge under the old law.

We have not overlooked the argument of counsel with regard to the proper construction of section 11 of the act creating the Board of Railroad Commissioners as to the car-load being the unit for calculation of proper and equal charges, but in view of the very great difficulty in our minds in giving that section a clear construction as connected with certain principles which govern as to wholesale and retail dealing, and have become almost axioms in business circles, and the fact that we believe we have reached a solution of the questions in the case without attempting it, we deem it wise to refrain from any attempt at construing said section, except so far as may be indicated by our holdings in this case.

It will be observed that in passing upon the questions involved in the above case, it became necessary to discuss the meaning of section 11 of the act.

THE TRUE MEANING OF SECTION ELEVEN OF THE ACT.

One question of difficulty as to the meaning of said section was suggested in the hearing of the above case.

It will be observed that by the terms of said section it is provided that "all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies, and corporations alike, at the same rate per ton per mile by car-load, upon like condition and under similar circumstances, unless by reason of the extra cost of transportation per car-load, from a different point, the same would be unreasonable and inequitable."

Upon the argument of the case it was urged by counsel representing the Excelsior and Hickory Grove Coal Companies that by the terms above quoted the legislature had fixed the car-load per ton per mile as the unit for fixing rates, and that no other circumstance was intended to, or could under the law, change that basis for calculation of charges "except the extra cost of transportation from a different point;" that the principle which governs and has always governed the business world, with regard to wholesale and retail transactions, cannot be applied in Iowa in the operation of railroads; that the shipper living one hundred miles from a given market who ships one thousand cars per year, is, under the terms of the law, to have no other and better rate than he who ships from the same point to the same market one single car-load per year; that the terms "upon like condition and

“under similar circumstances” are, though limiting words, in their turn limited by the words “unless by reason of the extra cost of transportation,” etc.

It may be seen that this view and construction of the act, although startling when contemplated as to results, is, to say the least of it, plausible, and possibly the view intended by the legislature. With reference thereto we said in the decision above set forth:

“We have not overlooked the argument of counsel with regard to the proper construction of section 11 of the act creating the Board of Railroad Commissioners as to the car-load being the unit for calculation of proper and equal charges, but in view of the very great difficulty in our minds in giving that section a clear construction as connected with certain principles which govern as to wholesale and retail dealing, and have become almost axioms in business circles, and the fact that we believe we have reached a solution of the questions in the case without attempting it, we deem it wise to refrain from any attempt at construing said section, except so far as may be indicated by our holdings in this case.”

Nothing can be more clear than that unjust discrimination is forbidden by the law, and we would not hesitate a moment, when called upon to do so, to express our opinion in every case presented. But if a case should be brought to our consideration in which the only element of discrimination should be such different treatment and consideration towards two different dealers or shippers, the one shipping and dealing so largely as to be properly termed a wholesale dealer and shipper, the other being an occasional and retail dealer and shipper, we would not feel justified in condemning such conduct as unjust discrimination.

A grocer has sugar and a railroad company has transportation to sell. As it is conceded that he who buys sugar by the car-load may and ought to have different terms from the dealer who buys only by the barrel and at rare intervals, we cannot believe that there is any unjust discrimination in allowing more favorable terms and rates to a large or wholesale dealer with the railroad company, than to a small or retail dealer. The meaning of the law seems to us to be that all wholesale dealers, under similar circumstances and conditions, shall be treated alike, and that all retail dealers under similar circumstances and conditions shall be treated alike; that no favorites are to be known by the companies; no monopolies are to be built up, countenanced, or allowed by them; but that the general business rules which govern all the world in all other relations, shall also govern the railroad companies in all their relations to the public. If, however, it was indeed the intention of the law making power to introduce a new rule of action for the

railroad companies which shall lead to results so startling as the abrogation of the rules of treatment above referred to, we respectfully submit that such will and intention should be expressed in such unambiguous terms as may at least enable the Board, when called upon to pass upon such question—to give as an unanswerable reason for their holding—"Thus saith the law."

CASE UNDER SECTION FIFTEEN.

But one case has been presented under the provisions of section 15.

Certain citizens of Lehigh made complaint against the Crooked Creek Railroad Company, operating a new narrow-gauge road situated in Webster county, about eight miles in length and leading from Lehigh to Judd.

The Board visited the locality and informally heard the statements of the complainants, as also the explanatory or contradictory statements of the manager of the road. Finding that the question involved was whether the rates charged and the manner of operating the road were reasonable under all the circumstances, and finding farther that the operating expenses of the road exceeded its earnings twenty-two per cent., the complainants were required to furnish evidence of the unreasonableness and exorbitance of the rates charged. Up to the time of filing this report they have failed to do so, and no action in consequence has been taken in the case.

WITHDRAWAL OF THE CASE OF THE TOLEDO, PEORIA & WARSAW RAILWAY VS. BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

On the fifth day of July, A. D. 1878, the Toledo, Peoria & Warsaw Railway laid before us a complaint against the Burlington, Cedar Rapids & Northern Railway, alleging that they were connecting roads and charging that the latter road discriminated against the Toledo, Peoria & Warsaw Railway and in favor of the Chicago, Burlington & Quincy Railroad.

Notice and copy of complaint were forwarded to the General Manager of the Burlington, Cedar Rapids & Northern Railway, and on the 8th day of August, A. D., 1878, his reply was filed as follows:

B., C. & N. RAILWAY COMPANY, }
 OFFICE OF VICE PRESIDENT AND GENERAL MANAGER, }
 CEDAR RAPIDS, IOWA, Aug. 8, 1878. }

J. S. CAMERON, ESQ., *Secretary of the Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR:—I am in receipt of your communication of July 25th, with inclosed copy of complaint made by Mr. A. L. Hopkins, Receiver of the Toledo, Peoria & Warsaw Railway, and respectfully submit in reply thereto the following statement :

First—The said T. P. & W. Railway has no corporate existence in the state of Iowa. It has no railway tracks connecting with those of this company at Burlington, or elsewhere.

Second—It does not report to the state authorities at Des Moines, nor does it pay taxes upon property under the state assessment (see assessed valuation of railroad property in the state of Iowa, as fixed by the Executive Council of the state, March 5th, 1878).

Third—It owns no track connecting with the bridge over the Mississippi river at Burlington, and has no legal right to run over that bridge. It is permitted to do business in Burlington by the courtesy of the Chicago, Burlington & Quincy Railroad Company, or because it is, at this time, of interest to the latter company that the privileges be granted.

Fourth—These privileges may be recalled at any time. At one or more times, the T., P. & W. Railway has, of its own volition, wholly ceased to do any business, into or out of Burlington, and it may again do that at any time.

Fifth—It is suggested that chapter 77 of the Laws of the Seventeenth General Assembly applies only to Iowa corporations, or to such as have franchise rights in this state, and operate railroads therein. It seems to me any variation from or enlargement of this rule will bring endless complications and give rise to great difficulties in the exercise of the privileges bestowed upon Iowa corporations, and for which they are amenable to the laws of the State. We do not believe we have, in any manner, violated any provision of the law, in making traffic arrangements with the Chicago, Burlington & Quincy Railroad Company. This latter company has a legal and corporate existence in this state by virtue of its interests in the Burlington & Missouri River Railroad. It owns and operates all the tracks of standard gauge connecting with ours and the bridge at Burlington.

Sixth—This company has a traffic contract made in January, 1878, with the Chicago, Burlington & Quincy Railroad Company, under which a large amount of business is done, and much of it for points which the T., P. & W. Railway cannot take that or any other traffic on anything like equal terms. In the mutual interchange of a traffic, covering so large an area of territory in and out of this state, there are, as is obvious, many advantages to the contracting parties and to the public. In the transaction of this business it will be impossible not to exclude the T., P. & W. Railway from some traffic which it might get if no such comprehensive and beneficial contract was in existence, but the public are greatly the gainers on the whole.

Seventh—In the course of traffic and in the exercise of the ordinary usages and of true economy, we try to load cars both ways, and, if we were to comply with the requests of the T., P. & W. management on each and every occasion, we would ignore common custom and haul cars empty both ways, for which we would receive no compensation, and, at the same time, pay mileage. I am confident it is not the intention of law or of the Honorable Commissioners to force us to utterly disregard the interests of this company, and of the public, in the matter of empty haul.

Eighth—Should I be mistaken as to the intention of the law and as to the views of the Honorable Commissioners in this last, I would be glad to have them indicate at what rate per mile we should haul empties; when complaints like the one we are now considering may be avoided.

Ninth—We receive T., P. & W. cars daily, and make it a rule not to return them empty. We admit that we do not haul them north empty, as we always have other cars at stations in which we can forward any traffic. We also admit that we do not load our cars for Peoria or Chicago to go *via* that railway. Since the present control of our railway the T., P. & W. Railway has had a perfectly fair chance, considering our interests and our business; and the increase of tonnage interchanged is *very many* times greater than before I came here. I have repeatedly told Mr. Hopkins that he was not reasonable in his demands and not satisfied with a fair share. He has not always treated our interests as considerately.

Tenth—I respectfully refer you to letters hereto attached and marked "A" & "B;" and I deny that any discrimination, as intended to be covered by the statutes, has been made against that railway or any shipper.

Finally—I deny that any discrimination whatever was made as alleged at West Branch, and that while we may have declined at Vinton to furnish a T., P. & W. car it was because we could and did afford to the shipper as good facilities and rates to Peoria as could have been secured had his grain, in that one instance, gone via the T., P. & W. Railway.

Very respectfully submitted,

E. F. WINSLOW,
V. P. and Gen'l M'ng'r.

The Board then called for evidence to substantiate the respective allegations and denials which was furnished by the B., C. R. & N. Railway on the 30th day of September, A. D. 1878.

The T., P. & W. Ry. Co. was called upon a second time to furnish such evidence, and on the 24th day of October, A. D., 1878, the following letter was received :

PEORIA, ILLS., Oct. 24, 1878.

J. S. CAMERON, Esq., *Sec. Board of R. R. Commissioners, Des Moines, Iowa:*

DEAR SIR:—Your esteemed favor of the 15th inst., in reference to

the matter of the complaint of the T., P. & W. against the B., C. R. & N. Ry. Co. for unjust discrimination, came duly to hand.

We have taken time to submit the matter to our client, Maj. A. L. Hopkins, who has had the matter under consideration. We have just received a letter from him, at Toledo, in which he states, that for certain reasons he thinks it not advisable to follow up the complaint any further at present. He thinks we can stand it if they can, and suggests further explanation when he sees us.

Personally we regret this decision of Mr. Hopkins. We had carefully prepared a reply to the answer of Gen. Winslow, together with certain proofs, and we feel as if we made a perfectly good case against that company. We can see nothing in the law or facts, and nothing in justice or fairness, to justify the course taken by the B., C. R. & N. and the C., B. & Q. companies, and we very much desired to have the matter fully presented to your honorable board for consideration.

If we can get the consent of our folks to do so, we will send you a copy of the paper prepared by us. We had it printed so as to be easily read and understood.

We are, very truly,

Your obedient servants,

CRATTY BROS. & ULRICH.

By reason of such withdrawal, no decision was ever made by the board in relation to the questions presented in the foregoing case.

We are pleased to be able to report that all decisions made by the Commissioners have been cheerfully complied with, and that thereby we are relieved from any necessity of reporting any failure to comply with recommendations made by us in such decisions.

Not only is this true, but recommendations made by the Commissioners by circular or letter, or in other informal manner, have in every instance been courteously received by the several railroad companies to which they were addressed, and so far as we are advised have been cheerfully and substantially observed.

We indulge the hope that this friendly spirit of co-operation on the part of the railroad companies may continue, as it aids materially in the success of the system.

COMPILATION OF LAWS AND DECISIONS.

We have further to report that very soon after our organization, by order of the Board, one of our number was directed to undertake a compilation of the laws of the state with reference to railroads.

The result of his labors is herewith presented in the Appendix, and is divided into three parts.

Part One presents the different acts of the legislature upon railroad matters viewed chronologically. Most of the acts are set forth in full.

Some of them, by reason of their great length, have been paraphrased, but it has been intended to set forth every expression of the legislative will upon the subject, in order of time, that the growth and change of public sentiment may be noted.

Part Two presents the law as it now stands relating to railroads. In this part has also been presented the law relating to corporations for pecuniary profit, and condemnation of right of way through lands of individuals.

Part Three sets forth briefly the various decisions of the Supreme Court upon the subject of railroad corporations for pecuniary profit and eminent domain or right of way, so far as they seem to relate to railroads.

It is hoped that this collection and compilation may be found of value to the public generally, to the railroad companies, and particularly to members of the legislature, who may at a glance obtain that information which could otherwise be obtained only by turning many pages, and by the use of valuable time needed for other duties.

We are oppressed with fears that we may have overlooked or misapprehended much in this compilation, but any errors which have crept in will, when discovered by us or pointed out by others, be corrected hereafter.

SOME AMENDMENTS SUGGESTED.

We desire to call attention to some provisions of the existing law which seem to us might probably be changed or amended to make the whole body of railroad law in the State more harmonious and complete.

Section 1280, Code of 1873, requires each railroad corporation annually under the oath of its president to make a report to the Secretary of State, to be by him forwarded to the General Assembly.

As section 5, chapter 77, of the laws of the Seventeenth General Assembly provides for a full report to the Board, we respectfully recommend the repeal of section 1280 of the Code, as also sections 1281 and 1282.

Sections 1293, 1294, and 1295, provide for special commissioners. We respectfully suggest and recommend that the duties therein required, might now be required of the Board of Railroad Commissioners, and that instead of an action in court, as provided for in section 1293, the first application by the road aggrieved should be to the Railroad Commissioners, reserving, if thought best, the right of review of

the decision of the Commissioners by the Supreme Court upon the petition of the company deeming itself aggrieved.

Section 1503 requires the corporation constructing a new railroad to report to the next General Assembly the total cost thereof, specifying the amount expended for construction, engines, cars, &c., &c. We respectfully recommend that this section be so changed as to require the report to be made to the Board of Railroad Commissioners. Section 1818, treating of the subject of taxation, requires the several companies to report to the Executive Council on or before February 15th of each year. We respectfully recommend the repeal of the above section, and that the Board of Railroad Commissioners be required to furnish to the Executive Council the necessary facts as found by the reports of the several railroad companies in its office, to enable the Executive Council to assess the roads.

We further respectfully recommend that the legislature provide by law that the actual and necessary traveling and other expenses incurred by the Commissioners, in discharge of the duties imposed upon them by the law and for which vouchers shall be rendered, be allowed; and that it be specially provided that each railroad company in Iowa shall furnish transportation over its own road, without expense to the state, for the Commissioners and their Secretary or any person acting under their direction.

COLLECTION OF FACTS, DATA, AND STATISTICS IN ONE OFFICE.

The above suggestions are made with the view of simplifying and rendering harmonious the railroad laws of the state. It seems wise that all reports, facts, statistics, and data with regard to railroad matters should be gathered and found in one office, and under the control of that Board which under the law is to have general supervision of all the railroads in the state.

RAILROAD RETURNS.

THEIR INCOMPLETENESS AS REPORTED BY THE SEVERAL COMPANIES.

The Commissioners have been delayed by the failure of a number of the companies to send in their reports in the time required by the law. Some of them after they were received were found to be meager and unsatisfactory. Their method of keeping accounts seemed to enable them to answer only a portion of the inquiries, so that the statistics are necessarily incomplete, and some of them arrived at by an estimate, but it is believed that they very nearly represent the actual condition of the roads.

If any of the deductions from the tables show incorrect results, the officers of the companies must bear the responsibility, as the Commissioners have exercised every care in their power to make them correct, and could only have failed where the information asked for was wholly or in part withheld.

The details required were new alike to the railroad officers and the Commissioners. It is hoped however that the recent convention of Railroad Commissioners at Columbus has placed the method of keeping accounts in such hands that some plan will be matured, satisfactory to all parties, which will enable the railroad managers to furnish everything necessary for the future and at the same time give uniformity to the reports of all the states. An illustration of the difficulty is found in the returns of companies, representing a large capital, that have more road in other states, whose returns of capital stock, indebtedness, earnings, and expenses for their entire line is made without attempting to apportion any part to Iowa. The Chicago & Northwestern company owns only eight and one-half miles of road in the state, but bases its returns on sixteen hundred and fifty-seven miles that it operates. The Chicago, Milwaukee & St. Paul owns two hundred and forty-eight miles in the state, while its returns represent the earnings of fourteen hundred and twelve miles.

CAPITAL STOCK.

From the returns the Commissioners have estimated, as the amount properly belonging to the forty-one hundred and fifty-seven miles of railroad in Iowa, a capital stock of \$88,857,365.95, or \$21,375 per

mile. Of this large amount but \$1,515,565.29 is held by parties living in the state. The total number of stockholders is 7,799, the number in the state 1,328, the people of the state having but little more than a nominal representation in the ownership of the Iowa roads.

DEBT.

The aggregate debt of the roads in Iowa, as we estimate, is \$64,744,418.52. Of this \$3,401,651.19 is unfunded or floating debt. The balance or bonded debt is \$61,342,767.33, or an average indebtedness of \$15,574.80 per mile.

STOCK AND DEBT.

The stock and debt amount to the sum of \$153,601,784.47, or \$36,949.80 for every mile of road. The Des Moines and Fort Dodge represents in capital and indebtedness \$70,849 per mile. This is the highest reported. The Iowa Midland represents \$21,786.55, this being one of the lowest of the completed standard gauge roads. The two roads were built about the same time, each over a favorable and not expensive route, and probably actually cost about the same, which at a liberal price would be the latter amount, with the addition required for equipment. If the Iowa roads are not remunerative to their owners, one reason for it is here plainly assigned. They represent largely more in capital than they would, had they been economically built.

. Four narrow-gauge roads are reported as having capital and debt as follows, per mile :

Burlington & Northwestern.....	\$5,779
Des Moines & Minneapolis.....	8,600
Crooked Creek.....	8,925
Waukon & Mississippi.....	6,748

These returns show a much less expenditure per mile than the standard gauge, and a comparison would seem to demonstrate in part what is claimed for them. The roads however are cheaply built; in fact far from being finished, have very little equipment, and the mechanical structures are temporary. The Fort Dodge & Fort Ridgely is the only other road in the state that will compare with them. It has the standard gauge, the rails are thirty pounds to the yard, the machinery light. Its cost per mile is reported at \$6,456. The managers claim that they can operate it as cheaply as the narrow-gauge, that they have built it at about the same cost, and that for the same amount of

business it is fully as well adapted as the narrow-gauge roads, while with connecting lines the cost of reshipment and rehandling is saved.

COST OF ROADS.

The table representing the cost of the roads is very incomplete ; (the records of the main through lines were destroyed in the Chicago fire ;) and at best it is mainly a repetition of the capital and debt as shown on the books of the companies. It is doubtful whether reliable information can ever be obtained.

COST OF EQUIPMENT.

The cost of equipment per mile varies with the amount of business. The roads reporting it separately are

The Chicago, Burlington & Quincy, per mile	\$5,829.00
The Chicago & Northwestern, per mile.....	6,922.00
The Chicago, Clinton, Dubuque & Minnesota, per mile.....	2,643.00
The Dubuque Southwestern, per mile.....	736.00
The Fort Dodge & Fort Ridgely, per mile.....	824.00
The Missouri, Iowa & Nebraska, per mile.....	1,668 62
The Burlington & Northwestern, per mile.....	954.00
The Des Moines & Minneapolis, per mile.....	853.00
The Crooked Creek, per mile.....	1,555.00

The observation of the Commissioners, in a somewhat extended examination of the roads, leads them to believe that with the exception of the three roads connecting with the Union Pacific at Council Bluffs, an equipment of \$4,000 per mile would be sufficient to do all the business that now offers, or probably will offer soon; that in fact this amount is in excess of the equipment charges; that the construction accounts have not been greatly enlarged for equipment; and that we must look elsewhere for the expenditures that have made the cost of the roads so great.

GROSS EARNINGS.

The entire earnings of the Iowa railroads are, assuming the pro rata of through lines, for the number of miles to the whole length:

Passengers, mail, and express.....	\$ 5,178,624.02
Freight and miscellaneous	15,535,872.05
Total.....	<u>\$20,714,496.07</u>

Passenger earnings are about 25 per cent. and freight earnings are about 75 per cent. of the whole. The earnings from passenger trains, per train mile run, vary from \$1.62 on the C., M. & St. P., \$1.38 on the C. & N. W., and \$1.29 on the C., R. I. & P., to \$0.77 on the S. C. & Pacific, and \$0.56 on the M., I. & N. The earnings from freight trains per mile run, vary from \$3.54 on the S. C. & Pembina to \$1.09 on the Iowa Midland. The C., M. & St. P. earned \$1.77; the C. & N. W., \$1.77; the C., R. I. P., \$1.32; the B., C. R. & N., \$2.43; the Central of Iowa, \$1.92, and the K. & D. M., \$1.78.

The inter-state commerce only pays a pro rata of the through rate to the seaboard, which of necessity is lower than the local rate, owing to the fact that no Western produce could be carried through if required to pay what would be reasonable local rates.

OPERATING EXPENSES.

The total operating expenses of the roads in the state are \$12,565,950.33, varying from \$1.44, per train mile run, on the S. C. & Pembina, to \$0.73 on the C., R. I. P. The difference between operating expenses and earnings is \$8,148,545.74. The expenses of six roads exceed their gross earnings:

The Iowa Midland costs to operate above its gross earnings...	34 per cent.
The Missouri, Iowa & Nebraska	3 per cent.
St. Louis, Ottumwa & Cedar Rapids.....	30 per cent.
Sabula, Ackley & Dakota	25 per cent.
Burlington & Southwestern.....	5 per cent.
Crooked Creek.....	22 per cent.

Five of these roads run in a region where competition is very strong, and probably need extension to give them business. The last, a narrow-gauge, is short; in fact none of the narrow-gauge roads in Iowa have been so extended as to give a fair test of their ability to handle business successfully.

The C., B. & Q. road earns above operating expenses, on its capital and debt, 6.3 per cent.; the C., M. & St. P., 7.0; the C. & N. W., 9.8; C., R. I. & P., 9.4; the Illinois Central, 4.2; the K. C., St. Jo. & C. B., 4.7; the D. & M., 4.6; the B., C. R. & N., 4.6; the Iowa Coal & Man. Co., 5; the T. & N. W., 10 per cent. All the others fall below this. Something of the difference here shown is possibly due to the amounts charged to construction, the policy of some roads being to keep this account open, of others to close it.

The entire showing of the net earnings as interest is not very satisfactory, and demonstrates very clearly that the money invested in Iowa roads is not generally remunerative.

Amount charged to construction fund in completed roads by which capital is increased; covering additional equipment, cost of steel over iron, cost of bridges, and culverts renewal over old structures, so far as charged to construction:

NAME OF ROAD.	Equipment.	Total amo't capital is increased.
Burlington, Cedar Rapids & Northern.....	\$ 92,899.25	\$ 154,487.47
Chicago, Burlington & Quincy.....	711,744.11	899,869.57
Chicago, Milwaukee & St. Paul.....	330,696.81	796,008.53
Chicago & Northwestern.....	213,581.91	369,363.16
Chicago, Rock Island & Pacific.....	46,872.02	167,283.91
Chicago, Clinton, Dubuque & Minnesota.....	.....	12,226.56
Dubuque Southwestern.....	1,057.00	1,057.00
Kansas City, St. Jo. & Council Bluffs.....	54,261.46	150,130.46
Keokuk & Des Moines.....	9,788.57	112,740.80
Newton & Monroe.....	.....	2,600.00
Sioux City & Pacific.....	1,752.59	9,304.44
Sioux City & St. Paul.....	12,453.35	21,624.90
Sioux City & Pembina & Dakota Southern.....	4,702.09	4,702.09
Burlington & Northwestern.....	.....	1,606.36
Des Moines & Minneapolis.....	.....	6,000.00
	<hr/>	<hr/>
	\$ 1,479,809.16	\$ 2,709,005.25
Deduct equipment charges.....	.....	1,479,809.16
	<hr/>	<hr/>
Amount charged construction less equipment.....	.....	\$1,229,196.09

The amount that the capital of the roads has during the year been increased by charges to the construction account in the completed roads, so far as has been reported, exclusive of equipment and construction of new roads, is \$1,229,196.09, and is as far as we can gather from the reports properly charged. Next to the "wretched machinery" of the construction company, there probably has been nothing from which the railroad interest has so seriously suffered as the open construction account. Other evils, such as excessive competition, unfair and oppressive legislation, correct themselves; they are constantly pressed upon the attention of the managers, directors, stockholders, and the public, but the convenient open construction account, to which all failures to earn money and the losses resulting from mistaken policy, by dexterous management may be charged, without attracting attention, insensibly grows to proportions hardly realized. This is generally supplemented with new stock and bonds. It is better where roads are earning but little or losing money, that the owners should know and accept the situation at once, and meet it intelligently, than that the managers should discount the future to float smoothly along for the present.

This enlarged capital, often in the shape of bonds, is followed by its legitimate results. A receiver is appointed, or largely increased rates are required to pay interest on debt that never should have been created. When a road is completed, to close the construction account, except for extension, double track, branches or additional equipment is the true policy. It is, unfortunately, too true, that hardly a road in the state has been built but represents largely more in stock and bonds than the road cost in money to build.

The basis of some of the roads has been the local aid furnished, for which there was no individual return to the parties furnishing it, nor representation in its stock, whether the aid was individual subscription, or city or township donations. The bonded debt was based upon the subsidies and the stock issued to control the property without consideration. If, with a few exceptions, the stock was eliminated, the debt would represent the actual outlay. On this amount the earnings would make a fair showing on most of the lines.

Fifteen roads show an excess after deducting operating expenses, interest, taxes, and rental.

The total excess is.....	\$4,923,687.81
The other roads a deficit of.....	508,636.40
The net income of all the roads is.....	4,405,051.41
Add to this rent of leased roads, above interest, &c.....	1,180,172.40
	<hr/>
	\$5,595,223.81
Which, if equalized, would amount to a net earning per mile, on the entire lines in the state, of.....	1,345.98
The total amount of taxes paid is.....	594,912.65

ROADS OWNED AND LEASED.

Two thousand nine hundred and fifty-three and 88-100 miles of road are owned by the companies running them; 1,203.27 miles are leased and run mainly by foreign corporations. The Chicago and Northwestern Company owns only eight and one-half miles of road in the State, but operates four hundred and twenty-five, for which the leases of last year amounted to \$1,234,299.26. The Illinois Central Company owns no road, but operates four hundred and two miles, in which the company has no interest, and for which the lease of last year amounted to \$655,673 14, which, with the taxes and rent of machinery, exceeded the net earnings. The C., R. I. & P. and the C., B. & Q. operate branches of their roads by lease, although in their case the ownership probably to a considerable extent vests in them, their policy being to extend branches to such points as could furnish business.

SIDINGS.

The sidings amount to 452.61 miles, or eleven per cent. of the length of the main track.

STEEL AND IRON RAILS IN MAIN TRACK.

The total number of miles of steel rails laid in roads is 903 54-100, about eighty per cent. being on three roads:

The C. & N. W. R. R. has.....	222 miles
The C., R. I. & P. R. R. has.....	298 miles
The C., B. & Q. has	202 miles

The B., C. R. & N. has 79.50 miles, the only other road having any considerable amount.

Great care seems to be exercised in bringing up the track of the main lines. They are in better condition than ever before. The special attention of the managers seems to be drawn to the fact that money, judiciously expended in road-bed and track, will reduce largely the repair and maintenance of rolling stock, and lessen the liability to accident. The lateral and smaller lines have improved their tracks during the year, some of them at an expenditure that the business would hardly seem to justify. There is, however, in railroad economy no expenditure so fruitful in good results as that made in the direction of perfect road-bed and track.

BRIDGES.

The total number of wooden truss-bridges is 1,219, the length being 139,552 feet; of iron 54, the length 13,942; of trestle and pile bridges, 5,386, the length 527,904; of stone bridges and culverts 333, the length 5,596. A large proportion of the water-ways are pile or trestle bridges, and probably, except on the main lines, will remain so for many years. The formation of Iowa is such, that large water-ways are required. Very few roads are able to put in permanent structures; in fact it is a question whether renewals every seven years are not cheaper than permanent work, the danger from fire only being against them. It is hardly probable that even the larger roads will abandon the pile structures, as when driven to final resistance they are substantial, do not settle, are firm and solid, will not be washed out by floods at any place for which they are adapted. It is possible that some plan may be devised in the future to prevent decay, and make them capable of resisting the action of fire, and it is not improbable that some

process may yet be discovered that will make these structures perdurable. The combination truss is being generally introduced by the roads, and is a great improvement over the wooden lower chord. Its relative value to iron is not yet fully determined. It is believed by men who have thought much on this subject, that new processes will very soon make steel so cheap that it will take the place of both wood and iron in the truss bridge.

The *Railway Gazette* of November 22, 1878, says, "that the American Bridge Company is constructing a railroad bridge across the Missouri river at Glasgow, of a new steel, with an ultimate strength of 83,000 pounds per square inch of original section, with an elastic limit of 52,000 to 53,000 pounds per large bars; this as against iron admits of reduction in actual weight of 4-10 and a saving in dead weight of 66½ per cent." We have introduced this statement, not to call attention to any special bridge company or process of manufacture, but to show that the tendency of the inventive talent of the present day is in the line of improvements that are permanent and working towards the eventual cheapening of transportation.

RAILROAD CROSSINGS.

The total number of crossings at grade is 79; over or under, 8. With our roads and country, grade crossings seem necessary. The connections for freight and passengers are such that it is a question whether any other crossing is desirable. A rigid enforcement of the law should furnish all the protection that is required. We are aware that in this position we take issue with high authority on this subject. At the same time the conditions of the traffic of Iowa are so different from those of New England that the same objections do not as fully apply.

HIGHWAY CROSSINGS.

The highway crossings at grade are 4,250; over, 48; under, 74; the number protected by gates and flagmen, 23. The number of bridges eighteen feet above the rail is 49; less than eighteen feet, 3. The low bridges are without any justification, and if not remedied soon some special legislation should require it. Any railroad company that deliberately leaves a bridge which on every freight train endangers the lives of its employes is guilty of negligence.

We do not expect that any material change will be made in the highway at farm crossings. Although desirable it is impracticable.

Three persons have been killed and four injured at crossings and stations during the year.

STATIONS.

The total number of stations on the roads is 727, or an average of one for $5\frac{3}{4}$ miles of road. This seems a fair index of the facilities offered for business.

PERSONS EMPLOYED.

The total number of persons employed directly is 13,518, while indirectly in working quarries, building masonry, getting out timber and ties, and other contract work a large additional number is furnished employment.

FENCING.

The total number of miles of fence built is 3,890, the number yet required is 2,738. It is important for the protection of property and the safety of trains that all the roads should be fenced as early as possible. Some of them do not earn money enough to justify the expenditure. These roads should be run at a lower rate of speed. Our law furnishes probably all the remedy that is necessary, and we can suggest nothing that might not work injury to the weaker roads.

EQUIPMENT.

The total number of locomotives in use on the roads is 976. Of these more than sixty per cent. are heavier than thirty tons. Several of the roads are putting on locomotives that exceed forty tons, with cylinders 18x24. The tendency seems to be markedly in the direction of heavy machinery. This will require very permanent road-bed and very perfect bridges and trestles. This tendency seems fully to keep pace with the improved condition of tracks, if not in advance of it. It also points to the fact that the grades of the Iowa roads are generally heavy and that the managers find means to increase the weight of machinery easier than to reduce grades. True economy, where the business is likely to increase, would seem to indicate expenditure in the latter direction as desirable. The transportation departments are usually satisfied with any expedient that enables them to handle their cars without delay. Of the total number of locomotives 364 are equipped with train-brakes; of passenger cars 488 are equipped with the Westinghouse brake.

The total number of box freight-cars is 15,095; stock-cars, 2,157; platform-cars, 7,479; conductors' way-cars, 505; other cars, 2,270; making a total of 29,057. The inter-state commerce is so largely carried by the cars of other lines, that it is impossible to determine how near this equipment meets the wants of the state.

During a rush of business the public are not always reasonable, and do not always remember that the average demands are all that the roads should be expected to meet.

TRAIN MILEAGE.

The total number of miles run by passenger trains is.....	6,649,187
Total number of miles run by freight trains is.....	15,871,380
Total number of miles run by mixed trains is.....	510,180
Total number of miles run by construction trains is....	1,445,726
Total mileage.....	24,543,199
Total number of passengers carried.....	7,511,770
Total number of passengers carried one mile.....	280,274,228
Total tons freight carried.....	6,804,338
Total tons freight carried one mile	1,514,083,462

This tonnage is incomplete, but is all that has been furnished by the roads and does not fall largely below the true amount.

TONNAGE CLASSIFIED.

The total tonnage of the roads is 6,804,338. Of this the percentage is as follows:

Grain.....	31
Flour.....	5
Provisions.....	1
Animals.....	8
Other agricultural products.....	1
Lumber and forest.....	18
Coal.....	10
Salt.....	1
Iron and steel.....	2
Stone and brick	2
Manufactured articles.....	1
Merchandise.....	20
Total.....	100

The data was incomplete, but we think this very close to the actual percentage.

The average rate of transportation of passengers is three cents per mile.

The average rate of transportation of freight per ton per mile we were unable to obtain accurately. The rates vary materially. On the Newton & Monroe road, 9.86 cents; Crooked Creek, 8.75; B. & N W., 5.90; S. C. & Pembina, 5.30; Des Moines & Fort Dodge, 4.76;

C., M. & St. P., 1.92; C. & N W., 1.70; C., R. I. & P., 1.57; St. L., Ott. & C. R. 1.37.

The average number of passenger-cars in a train..... 2
The average number of freight-cars in a train.....14

AMOUNT OF TONNAGE THAT CAN BE HAULED WITH AN ENGINE OF A GIVEN WEIGHT.

The following roads report the net amount of freight they are able to haul on their grades, which will give some indication of the relative cost of running their freight trains:

NAMES OF ROADS.	Weight of engine in tons.	Net freight carried.	Net freight per ton weight of locomotive.
Burlington, Cedar Rapids & Northern.....	36	180	5.00
Burlington & Southwestern.....	30	170	5.66
Chicago, Burlington & Quincy.....	38	180	4.74
Chicago, Milwaukee & St. Paul.....	30	140	4.66
Chicago & Northwestern, (no report).....	.....	.....	.....
Chicago, Rock Island & Pacific.....	36	219	6.08
Chicago, Clinton, Dubuque & Minnesota.....	33	570	17.27
Des Moines & Fort Dodge.....	26	160	6.15
Illinois Central.....	30	117	3.90
Kansas City, St. Joseph & Council Bluffs.....	32	400	12.50
Keokuk & Des Moines.....	32	220	6.90
Missouri, Iowa & Nebraska.....	23	240	7.27
Newton & Monroe.....	22	90	4.20
St. Louis, Ottumwa & Cedar Rapids.....	34	160	4.70
Sioux City & Pacific.....	28	360	12.86
Sioux City & Pembina and Dakota Southern.....	26	200	7.70
Sabula, Ackley & Dakota.....	28	158	5.64
Dubuque Southwestern.....	26	200	7.70
Crooked Creek.....	16	75	4.70
Des Moines & Minneapolis.....	16	100	6.25
Iowa Eastern.....	16	50	3.13

The simple statement that the foregoing table makes is sufficient to show that any inflexible tariff for carrying freight, cannot be adopted without working unequally on the various lines. The officers of the Chicago, Clinton, Dubuque & Minnesota road report that they can haul 17.27 tons net freight for every ton weight of engine, while the Illinois Central managers report but 3.90, or less than twenty-five per cent. of that amount. This is but one of the many problems that enter into the discussion of the railroad question, and a conclusion that these figures would lead to would be very far from correct. The former road does comparatively a light business, and probably runs its trains ordinarily with as little net freight as the latter. The Chicago,

Burlington & Quincy road reports but 4.74 tons hauled to every ton weight of locomotive, yet its business is so large that the Iowa division has earned 6.3 per cent. upon its capital and debt. If this has been done without greater depreciation of superstructure than is fairly chargeable to ordinary repairs, the company has been very successful with the grades it has been compelled to overcome.

ACCIDENTS TO PASSENGERS.

During the year, 17 passengers were killed from causes beyond their control, 3 from their own carelessness; 6 employes from causes beyond their control, 23 from their own carelessness. Of others, there were 3 killed at stations and highway crossings, 22 walking on track and trespassing, 6 stealing rides. There were 35 passengers injured from causes beyond their control, 10 from their own carelessness; 44 employes from causes beyond their control, 93 from their own carelessness; others, at highway crossings 9, trespassing on track 19, stealing rides 11. Total number killed, 80; injured, 223.

The list of killed and injured was materially increased by the accident near Altoona, on the Chicago, Rock Island & Pacific R. R., August 29, 1877, where 16 passengers and 2 employes were killed, and 19 passengers and 1 employe were injured. This accident occurred at night, on the grade descending to the Des Moines valley. The track had been re-laid with steel rails, the road-bed ballasted, and the trestle bridges replaced with masonry, generally arch culverts. An extraordinary storm, limited in width, passed over this region, carried away an arch culvert, and the train, evidently running rapidly, went into the stream. The extent of the storm was so limited that the train had encountered very little rain during the night, although on this basin the rainfall must have been large, the culvert having the capacity to safely pass a fall of rain of two inches per hour indefinitely over the entire surface drained by the storm.

TRAMPS.

This class of vagrants has been a source of annoyance to the roads and the public for the past two years. They take possession of trains and seriously embarrass the management of the roads. From their numbers they are not easily intimidated. This growing evil must be met; private property and the property of corporations must be protected by the strong arm of the law; or a sentiment will grow up that

will culminate in the undesirable form of protective associations outside of the law.

LAND GRANTS.

The Iowa roads have received from land-grants, by Congress, to aid in their construction, 4,069,942.56 acres. This differs materially from the report of the Register of State Land Office, but is mainly from reports of companies. From the report of the Register of the State Land Office, we learn that the Des Moines Valley Road (which represented what is now the Keokuk & Des Moines and the Des Moines & Fort Dodge roads) received 493,346.22 acres. Neither of the present companies is able to furnish any information with regard to the disposition of the lands, nor what was received from them. This land management seems to be on a par with the financial management that made one of these roads represent \$40,892 per mile in stock and bonds, after the original stockholders had their interest foreclosed and entirely swept away, and the other representing, to-day, a capital in stock and bonds of \$70,849! The two roads were favorably located, and the route light for construction and grades. They were probably built at a cost considerably below their bonded debt, or should have been. Neither is able to earn the interest on it. The Des Moines & Fort Dodge now earns about enough to pay the interest on one-half the bonded debt reported, which is about what it would now cost to build it.

The Burlington & Missouri River road received from grant 360,072.96 acres, of which 38,966.77 remain unsold. The company has realized from sales \$2,175,313.10, has paid in taxes on the land, \$170,885.23, and for the management and sales in expenses, \$427,978.62.

The Chicago, Rock Island & Pacific road received from grant 550,193.51 acres, of which 299,428.86 remain unsold; has realized from sales \$1,907,838.38; has paid in taxes \$451,795.51, and for the expenses incurred in the management and sale of the lands, \$146,551.41.

The Cedar Rapids & Missouri River road received from grant 956,597.40 acres, all of which has been sold, and realized \$1,020,559; has paid in taxes on these lands \$937,845.73. Without any explanation from the officers of this company, (which it is fair to presume they can give,) it would seem that this land-grant has not been judiciously managed. The Burlington & Missouri River road has realized, from 321,106 acres sold, \$2,175,313; the Chicago, Rock Island & Pacific, from 251,764.65 acres sold, \$1,907,838, while the grant to this com-

pany has, on 956,597.40 acres sold, realized only \$1,020,559.74, or a little more than \$1.06 per acre, the others, more than six dollars per acre. Less than one-third the land has paid the other two roads about twice this amount. The fact that \$937,845.73 has been paid in taxes on this land, would indicate that this large grant has been of little value to the company. It may be thought outside the province of this Board to discuss the management of this land-grant, but when the state as trustee conferred it upon this company, the expectation was, that the cost of the road would be diminished by the value of these lands when sold, and that the products of Iowa would be required to pay interest on that much less capital.

The Dubuque & Sioux City road (here we estimate from the report of the Register of the State Land Office, the officers of the company confessing their inability to furnish the information) has received from grant 444,161.96 acres. The Iowa Falls & Sioux City road received from grant 630,496.11 acres; has sold 292,228.31 acres, and realized from the sales \$1,455,152.18; has paid in taxes on the lands \$442,037.07, and for the management and sale of the lands \$166,547.41.

The McGregor & Sioux City Company has received 137,572.27 acres. The Chicago, Milwaukee & St. Paul is entitled to 167,500 acres. If it receives one-half the lands within the limits where its grant overlaps the Sioux City & St. Paul's, there will be an addition to this of about 94,500 acres.

The Sioux City & St. Paul road is entitled to 320,002.63 acres. There has been certified to the company 208,050.31 and the road has sold 125,508.72 acres for \$710,631.25. The conflict between these two companies where the grants overlap should be settled at the earliest time practicable, and the rights of each determined. The lands should be listed for taxation as soon as possible. The completion of the C., M. & St. P. to Sheldon entitles it to whatever inures from the grant.

The lands of the Sioux City & Pacific did not pass through the hands of the State as trustee. The grant amounted to 39,876.63 acres that were sold with other lands to the Missouri Land Company for \$200,000.

The large amount paid for taxes and charges on these lands makes it clear that none of the grants have been so valuable as the public have been led to believe. The true policy is to sell them to the settler soon after the roads are built at such prices as he can pay to improve them. This will reduce the interest charges on the roads, save taxation, and furnish business.

THE POOL LINES.

The three principal lines across the state, the Chicago & Northwestern, the Chicago, Rock Island & Pacific, and the Chicago, Burlington & Quincy roads, after a competition for the business between Chicago and the Union Pacific carried on about a year, formed what is known as the Iowa Pool. The basis of this arrangement was an equal division of the profits of the through business between the terminal points of the three roads, leaving to each the management of the local business. The Pool has lasted about eight years; is unpopular in our state, and the general impression is that the companies are preparing to break it. Yet it seems so closely connected with the interests of the roads, that its tenure is probably as strong to-day as ever. This may be changed should the Pacific roads practically make their eastern terminus at Chicago, by the purchase of one or more of the Iowa through lines. The details of the Pool are not generally understood, although the public know that there is a division of the profits of through traffic, above the cost of transportation.

We understand the arrangement to be this: the through business, without any solicitation on the part of the companies, takes either route, the rates being uniform; that each road carrying the business was allowed for operating expenses forty-five per cent. of the passenger, and fifty per cent. of the freight earnings, the remaining percentage being equally divided between them. The passenger business has been, we believe, slightly modified, so that all gross receipts from passengers going east and of travel buying tickets at Chicago going west are equally divided. In the through tickets from points east the first arrangement is preserved. The Pool and its rates have but little interest to the people of Iowa except so far as the local tariff is affected by it.

The practice that has been so much in vogue, since railroad competition became strong, of carrying through business at rates that were not remunerative, and making up the losses on through business, is, we think, a mistaken one. We see no simpler method of reaching a fair compensation for through traffic than that adopted by the Iowa Pool lines, and we believe that to break the Pool and open a warfare would be an unfortunate move. Under present circumstances, by reducing their grades and perfecting their roads, they will be enabled to reduce their rates on Iowa business, and then earn a fair interest on their investments. If the Pool is broken we think this questionable. We

look upon the Pool as the only agency that can compel the through traffic to bear, as it should, its proportion of the interest on the cost and the expenses of maintaining and operating the roads. This Pool does not, in our judgment, violate the provisions of section 1,297 of the Code of 1873, prohibiting pooling of earnings between parallel lines. The pooling points are Council Bluffs and Chicago ; the pooled business is inter-state commerce over which Iowa has no legislative control.

That capital honestly and wisely invested in Iowa roads, prudently and economically managed, should receive a fair interest on its investments, is but just and right ; the roads should not be required to do their work without reasonable compensation. At the same time a wrong is done the producer and shipper if the through business is carried at a loss, and the loss made up from local or Iowa business.

The courts having decided that the State has the power to regulate the roads, it is all important that this power be discreetly exercised; any regulation of the roads that the State makes should be based upon an intelligent understanding of the situation, as well as upon recognized business principles. It will then command the respect of the managers of the roads and the great body of the people.

We hold that capital is the product and representative of labor; that there is and should be no conflict between them; and that it should not be deprived of its legitimate earnings. At the same time we believe that it should share with the labor and industries of the country their prosperity and adversity. Holding this view we do not believe it right, when the agricultural products are a failure, or command a very low price, that the railroads are justified in raising rates to sustain dividends. We have not investigated the current reports of an advance in rates, but would suggest to the railroad companies the propriety of considering the recent advance of Iowa rates in this view of the situation. The roads should recognize the fact that their interests are, or should be, closely identified with the prosperity of those who depend upon them for transportation and furnish them their business.

Competition has for many years alternately excited and depressed prices, changing the home values of most farm products. What the country needs is reasonable, uniform, and steady rates, as every business interest is better served than by any rates subject to fluctuation. Every market should be accessible to the shipper, and the variation of rates should be due to its natural or acquired advantages. No arbitrary, unreasonable rates should be made to force business from the course it naturally seeks.

The combination of so many of the lines of road between Chicago and the seaboard into one great interest, or rather ownership, leads us to believe that further combinations will sooner or later follow and of larger proportions. When that time arrives, the period of railroad competition will, to a very great extent, have passed away, and the only check upon consolidated capital will be legislative control broader than state limits. This will call upon Congress for some plan, working in harmony with State legislation, that will do justice to capital, and at the same time insure to the country stable and equitable rates of transportation.

THE COMMISSIONER LAW.

Chapter 77, of the laws of the last General Assembly, known as the Railroad Commissioner Act, provided a new system of railroad control within the state. In the estimation of the legislature the laws previously enacted which were inconsistent with this chapter were repealed. Various systems of management and control had been adopted from time to time, but were deemed for the most part insufficient for the ends contemplated by the General Assembly. The results of their practical application had not met the just measure of legislative or popular expectation. While it was not, and is not, expected that any system yet devised would find acceptance among all the varied interests affected, private, public, and corporate, it was nevertheless believed that the substitution of what is popularly designated the "Commissioner System" for the laws theretofore in force, would prove to be more just, equitable, and beneficent. The experience of several of the other states whose legislatures had already taken substantially similar action, it is fair to presume, contributed somewhat to the change in public sentiment indicated by the new legislation, though it is probable that the controlling reasons were to be found in the conviction that the abrogated laws had proved partial, inequitable, and hurtful to the great majority of interests involved. The Commissioners do not forget, however, that the system they are called upon to administer is in some sense an experiment—certainly so in Iowa—and this, notwithstanding its use in many states for several years past. Yet they hold it to be too clear for dispute that it is generally accepted, by a large majority of the important interests upon which it bears, as much more effective for the various purposes contemplated by the principle of governmental control, than any or all others which have preceded it. The public desire and expec-

tation was and is for a system that would be an effectual guard against unjust discriminations, that would furnish to all shippers and patrons alike equal facilities and privileges, that would insure transportation of persons and freight on equal terms, that would grant to all such drawbacks, concessions, and special rates as might be allowed to any where the conditions are the same, that would effectually guard against any inequalities of rates or privileges where the circumstances were similar, and that would secure the patrons of railroads against unreasonable charges for the transportation of freight, for handling and storing it, for the use of cars, or for any other privilege or service afforded by them in the transaction of their business as railroad corporations.

It is neither desired nor desirable that the law should be in any particular oppressive upon the railroad corporations. That the Tariff Act of 1874 was oppressive and unjust in many respects will not be seriously controverted. Its enactment was the combined result of unjust and discriminative charges made by the railroad companies and the popular excitement created by exorbitant rates. It was a sovereign protest against them by the law-making power of the State, an assertion of legislative authority in protecting the people from what was deemed to be an encroachment upon their rights. Reflecting upon the conditions attending that legislation and the state of the public mind throughout the West at the time upon these and kindred questions, it is not surprising that the law was both crude and oppressive. In several important particulars it proved to be so partial and unjust that many of the advocates of the tariff system were driven to the acknowledgment of its hardships. While the Commissioners recognize the existence of a considerable and respectable portion of the people who still maintain the justice and necessity of such a law, they are nevertheless of the clear conviction that the Commissioner law is a vast improvement upon that which it superseded. And they are borne out in this view by the fact that in every State save one where the Tariff Act has been tried it has been repealed and the Commissioner law substituted in its stead. While thus assuming the relative excellence of the present system, the Commissioners are free to confess that much depends upon the action of the railroads themselves. If its provisions are obeyed in good faith, if there is no attempt by evasion or indirection to defeat its operation, if in short its letter and spirit are complied with without recourse to its penalties, all doubt will be removed as to its superiority. It may be proper here to say, however, that much also

depends upon the industry, discretion, and judgment with which the law is administered, and it is therefore upon the very threshold of their administration that the Commissioners discern and appreciate the delicacy and magnitude of the duties before them.

Preliminary to a consideration of matters to be definitely treated in this report, it is deemed advisable to make brief reference to the several States which have adopted the Railroad Commissioner system, together with the more salient features of their laws respectively. There are, we believe, eleven States wherein this system operates, to-wit: Connecticut, California, Illinois, Iowa, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, Ohio, Rhode Island, Virginia, Vermont, and Wisconsin.

In 1855 New York enacted a commission law, but it was abandoned a few years thereafter, but the Legislature exercises a somewhat limited control over the railroads within the State. Passenger fares, and not freight rates, are limited by statute, the maximum rate being three cents per mile on all the roads except the New York Central & Hudson River Company, which is limited to two cents a mile between Albany and Buffalo, and two cents in summer and two and a half in winter from Albany to New York.

The Connecticut Commissioners have no control over the matter of fares and freights, their duties having reference to the convenience, comfort, and safety of the public.

Illinois enacted her Commissioner law in 1871, under which the several roads were classified upon earnings. The railroad companies defied the law, and issue being made the law was declared unconstitutional, on appeal to the Supreme Court, for want of proper distinction between just and unjust discrimination. An act was passed in 1873 defining what should be *prima facie* evidence of unjust discrimination, and placing the burden of proof upon the companies. The Commissioners prescribe the freight rates which are held to be binding until overturned by a competent jury, the verdict being limited to each particular case.

The present Commissioner law of Massachusetts was enacted in 1869. The Board exercises only a limited supervisory control over the railroads, and report annually to the legislature such "suggestions as to the general railroad policy of the Commonwealth, as to the condition, affairs, or conduct of the railroad corporations, as may seem to them appropriate." In their fourth annual report the Commissioners reported against the enactment of a fixed schedule of tariff rates, and

this position has been several times repeated in their subsequent reports. This recommendation following several years of observation and investigation in one of the oldest States in the Union, whose local transportation was exceptionally large and varied, has been acted upon to this time, and as the Commissioner system has served to such admirable acceptance with both the public and the railroads it is probable that it will be adhered to in the future. We are constrained to believe that much of the best features of the Commissioner system is due to Hon. Charles Francis Adams, Jr., who has held the office of Commissioner since the enactment of the law some nine years ago.

Michigan adopted the Commissioner system in 1873, and no schedule of rates has ever been enacted. From the information obtained the Commissioner advised against the adoption of any restrictive legislation, holding to the opinion that it was wiser to aid in the development of the transportation facilities of the state than to discourage them by unfriendly legislation. As in the other states named the Commission is enjoined by law to collect and compile information and data touching the operation of railroads and the safety and convenience of the patronizing public.

Minnesota began her experience under the Commissioner system in 1871, which established fixed freight rates, but the Commissioner was powerless to enforce its provisions. Three years later an amended law was passed enlarging the Commission to three members and clothed them with authority to enforce the law by the institution of suits at law. They were also empowered to fix a tariff of rates for both passengers and freight. Discrimination was prohibited. In their first report this new Board of Commissioners reported that all the railroads in the state had conformed to the tariff rates, although much complaint was made against that provision of the law requiring no greater charge to be made for a given distance on any part of a road than for an equal distance on any other part of the same road. So general were these complaints that the legislature repealed the tariff schedule in 1875, leaving to the Commissioners the work of obtaining every form of statistical information relating to the transportation problem, and the presentation of suggestions touching the management.

Missouri, in 1875, enacted a law nearly identical with what is popularly called the "Potter Law" of Wisconsin. It provides for the appointment of three Commissioners who are required to make annual report to the legislature upon the financial, commercial, and economic affairs of the railroads, to enforce the laws with regard to safety of

management, and to prosecute all violations of the law, but the Commissioners have been considerably embarrassed for lack of means to enforce the provisions of the law.

The New Hampshire law provides for a Commissioner with powers limited to the collection of transportation statistics, the condition of the railroads and their equipment, and the general comfort and safety of the public. Annual reports are made.

Vermont has a law similar to that of New Hampshire.

Virginia has a law regulating the railroads of that state, prohibiting discrimination and imposing severe fines for any infraction of the law. It has a Commissioner who exercises supervision over the roads and guards the interests of the public.

Wisconsin, in 1874, enacted the "Potter Law," which prohibited unjust discriminations and provided maximum rates and an elaborate classification of railroads and the transportation upon them. Its requirements upon the railroads were exhaustive and rigorous, so much so as to challenge the undisguised defiance of the railroad companies. New railroad enterprises were checked, some partially completed lines were paralyzed, as it was found that under the schedule rates they were unable to meet operating expenses, to say nothing about interest on their bond debts, and stock dividends. Under this law they were clothed with little if any discretion, and hence the want of elasticity made the law very onerous under the fluctuations of transportation, traffic, and trade. The experience of a single year impelled the Commissioners to recommend very material modifications of the law, which the legislature subsequently enacted. (Rates repealed.)

The Iowa Commissioner law, given in full in another part of this report, was enacted by the XVII. General Assembly and became operative April 1, 1878. This act repealed the railroad tariff law enacted by the XV. General Assembly, found in chapter 68, except sections 1, 2, and 7. These excepted sections provide for the classification of all the railroads in the state according to the gross amount of their respective annual earnings within the state, per mile, for the preceding year. These classes are designated "A," "B," and "C," and the roads thus classified are restricted in their charges for passenger fares only to three cents, three and a half cents, and four cents respectively per mile. Section 7 provides that each railroad corporation in the state shall, in the month of January of each year, make and return to the Governor a statement of its gross receipts on its entire road within the state for the year preceding, and ending with December 31, which

statement shall be verified by the oath of the president and superintendent of the roads respectively. When, on examination by the Executive Council, it shall be found that any railroad is entitled to a change of classification, the Governor shall issue a certificate to such corporation, assigning it to its proper class.

The Commissioner law makes it the duty of the Commissioners to exercise general supervision over all the railroads in the state, to inquire into any neglect or violation of the laws, inspect the several railroads as to their condition, together with their equipment, their conduct and management with reference to the public safety and convenience. Any dereliction of any railroad company in the performance of its lawful duties, in keeping its road, equipment, bridges, and station-houses in such repair as shall insure reasonable safety and convenience, shall be notified to said company by the Commissioners in writing. The Commissioners are also required to make similar notification when, in their judgment, any change in its rates of fare for transporting freight or passengers are necessary or reasonable. They are further empowered to examine the books and accounts of any railroad company; to examine under oath any officer thereof; to investigate any serious accident upon any railroad resulting in personal injury, or loss of life; to hear all complaints preferred by the lawful authorities of any city, incorporated town, or township, respecting charges for passengers or freights.

Such are the more general features of the laws enacted in the states named. While all these have Boards of Commissioners, there are several other states which have general laws empowering their legislatures respectively to amend or repeal railroad charters, and half a dozen whose constitutions expressly reserve to the legislature power to change or repeal charters at pleasure. It thus appears that the matter of railroad control by legislatures is, in some manner, very generally exercised in nearly or quite all of the states of the Union, and when to these facts are added sundry decisions of the highest state courts and of the Supreme Court of the United States, promulgated March 1, 1877, and known as the "Granger cases," all question of the right to control railroad corporations, in the way of regulative and restrictive laws, would seem to be removed. Besides the state laws herein mentioned, Congress has exercised restrictive control over all railways of an inter-state character, in 1873 enacting that—

No railway within the United States, whose road forms any part of a line or road over which cattle, sheep, swine, or other animals shall be conveyed from one state to another, * * shall confine the same in

cars * * for a longer period than twenty-eight consecutive hours, without unloading the same for water, rest, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or accidental causes.

A penal fine of \$100 to \$500 is assessable by judicial proceeding for any violation of this law.

In this branch of their report, the Commissioners find their views upon the general subject of governmental regulation so well expressed in the first annual report of the Internal Commerce of the United States, by Joseph Nimms, jr., chief of the Division of Internal Commerce, that they venture to quote it:

It is undoubtedly true that some of the expedients adopted for the regulation of railroads have been ill advised, and in the face of economic principles, but the effect of such regulations is believed to have been, on the whole, salutary. In the light of experience, it is evident that the State cannot conduct the affairs of a railroad company as economically or as effectively as can the managers of the road acting solely in the interests of the proprietary. This is as true as that a man's best efforts cannot be brought out so long as he acts under any sort of duress; and yet, the success of civil government depends largely upon the moral influence of restraints upon personal liberty, where such restraints become necessary for the protection of personal rights, or for the maintenance of public order. In this view it is believed that the results of the governmental supervision over railroads, exercised in this country and in England, have been, on the whole, beneficial.

It is a much easier matter to point to the inconsistencies and defects of the particular methods adopted by States for regulating the railroads than it is to discover the full extent of the advantages which have resulted from such measures. The moral effect of public vigilance alone exerts a wholesome influence. The very crudity of some of the remedial measures adopted has perhaps led to the more speedy correction of abuses, and to the diffusion of useful knowledge in regard to the circumstances which environ the railroad problem. Although the regulations and restraints which have been adopted may have subsequently been set aside, yet they have had their desired effect, and the people have been brought to a better understanding of the relations of the railroad to the state and to the commerce of the country. Thus many erroneous impressions in regard to supposed acts of injustice on the part of the railroad companies have been corrected. The railroad companies have also been led to a knowledge of their responsibilities and duties to the public, and to realize the limits of their power.

As reformatory measures, the acts of legislatures have in a great measure effected the purpose for which they were enacted, although not always in the way intended. In some cases the railroad companies have been forced to explain their positions, and to defend themselves by furnishing information of great value. The result has been that in several states restraints have either been relaxed or abolished. The opinions expressed by the railroad commissioners of the state of

Wisconsin upon the subject are of especial interest in this connection, as in that state the experiment of railway regulations has been carried to its furthest extent. The commissioners say:

It is impracticable for the state to assume the actual management of railroads, or to wisely determine the multitude of minor questions of policy constantly arising in this department of the public service. Surely there is no apology for the exercise on the part of the state of any power over corporations which can be safely and as wisely exercised by the corporations themselves. There is no principle of American government so thoroughly or so properly established as that which limits the province of legislation at all times and under all circumstances to enactments for the general good, and which denies to government the right or the duty of unnecessary interference with private or public enterprise. * * * There can be no sensible reason given why * * * that which has been termed the "barbarous thumb rule" should not be withdrawn as soon as the conditions are reached which would, through an enlightened public opinion created and sustained by complete business exhibits of the companies, establish mutual confidence between them and the people as to management.

It is now quite generally conceded that laws for regulating rates are useful mainly for the prevention of exorbitant charges and unjust discriminations when the effective competition of rival lines does not exist, and for the correction of other abuses.

Great Britain, whose railway system is second to none, employs the instrumentality of a Board of Commissioners in the management and regulation of her railroads. During the past forty years the British parliament has given much consideration to the question of regulating the railways, upward of 3,300 acts having been passed with this view. The net product of all this legislation, and the general discussions of the press throughout the realm, together with the large experience of so many years, is the present commission system. These three Commissioners possess powers in relation to the working arrangements between railroad companies; authority to hear and determine matters of complaint that may be referred to them of violations of the railway laws, in this respect possessing the jurisdiction of certain courts and judges authorized to pass upon complaints; power to hear and determine certain classes of differences between transportation companies; authority under prescribed limitations to fix and apportion through charges on freights passing over two or more lines of road; power to settle questions of terminal charges, the rates for loading, unloading, delivery, and other kindred services; power to call experts to their aid when in need of technical information, and to enforce the law requiring the publication of rates of transportation. This law is reported in an English Railway Manual, and in the press generally, to give great satisfaction to both the railroad companies and the people.

While the Commissioners do not feel called upon to discuss the relative merits of the different systems of restrictive and regulative con-

trol of the railways of Iowa, and while the hypercritical may think it indelicate in the Commissioners to commend the law which they are called upon to administer, they are nevertheless constrained by a clear sense of duty to declare their conviction of the superiority of the Commissioner system over any other of which they have any knowledge. This opinion for the most part is the product of many months of careful observation of its workings, of the notable decrease of friction between railroads and patrons, and of the general acquiescence of the railway companies in the requirements of the law as interpreted by the Board in all cases of complaint referred to them. To these considerations may be added the adoption of the system in so many of the states, together with the significant fact that while the various systems of control which it has superseded were unable to withstand practical experiment more than three or four years in any state—the tariff plan enduring only one to three years in most of the states adopting it,—the Commissioner system has undergone the severest tests for some eight or nine years, and grows in favor as it grows in years. The practical workings of the law up to this time indicate the wisdom of the Seventeenth General Assembly in enacting it. While it leaves the roads commercially free, it imposes certain restrictions, actual and contingent, which have resulted in their wholesome adaptation in the main to the just judgment of the people expressed through the legislature. That in many ways the duties of the railway corporations should be clearly defined by statute, and their relations to the people determined, is beyond question. The transportation of the products of a great agricultural state like Iowa is of too great importance to her people and their general prosperity to be left unregulated. That it is wise to draw a distinct line between police regulation and commercial regulation has, we think, been shown by the experience of Iowa and other states. Capital, ever sensitive and timid, is slow to seek investment in any country or state where it is not commercially free. Iowa needs the investment of capital for its further and full development, and if it may not offer liberal inducements for this purpose, it surely ought not to exclude it by unfriendly and enslaving legislation. The railway companies of the state have met the requirements of the present law in a frank spirit. But few changes in rates have been made except on short hauls which, under the tariff law, were undeniably placed at a losing price, while those for long hauls in some instances are even lower than under the old tariff law.

Referring to the general principles of railroad regulation, and to a

comparison of the arbitrary tariff system with the elastic Commissioner law, Mr. Charles Francis Adams, jr., one of the Massachusetts Railroad Commissioners, says in his recent book entitled "Railroads :
" Their Origin and Problems :"

A great advance toward a better condition of affairs in this respect has, however, been secured during the last year through the action of the Iowa legislature in repealing the so-called "Potter" law, and substituting for it a commission practically organized on the Massachusetts plan. It will only remain for those who compose that commission to fairly try the effect of intelligent public discussion as a substitute for ignorant force. That the experiment should now be tried by them, and made to succeed, is of the utmost importance ; for if it does succeed the whole movement of the West will be advanced by one entire stage. The decision of the Supreme Court in the Granger cases having finally settled the legal relations of the parties, the discussions before this board and its consequent action may gradually establish them on a friendly and intelligible basis.

In view of all the purposes of a regulating law, we entertain no doubt that the Commissioner system embraces all that is good and avoids much, if not all, that is bad in all others thus far tried. And yet we do not desire to be understood that it is perfect, or that it may not be improved in many important details. Indeed there are several particulars, of which special mention is made in another part of this Report, in which the law, in the judgment of the Commissioners, is defective. While commending the system in its general features and scope, and while according to the railroad companies in the main ready acquiescence, in both letter and spirit, in the general requirements of the law and the recommendations of the commissioners, we are nevertheless constrained to take notice of the informal complaints made by merchants and shippers in various parts of the state, on account of the advance in local rates made by some of the principal lines crossing the state from east to west. This brings us to a consideration of one of the most vital features in the great problem of railway control.

INCREASE IN FREIGHT TARIFFS.

On or about the first of October last it was currently reported that some of the principal east and west railway lines crossing the state had advanced their rates on grain and such merchandise as is included in the several classifications of their tariff schedules, above those which had prevailed for the previous three or four years. It is a matter of doubt whether the rates for "short hauls" established by the Fifteenth General Assembly were "fair, just, and reasonable," as the statutory

tariff of 1874 compelled the railroads to carry "short-haul" freights at a very low price, and in some instances at an actual loss. It was not unreasonable to expect, therefore, that the railways would re-adjust their tariffs in this regard, yet the propriety of any general or considerable advance of local rates in a time of widespread business depression is, in the judgment of the Commissioners, of doubtful expediency. No complaints in regard to this reported increase of rates have been made up this date, December 1, 1878, yet the matter has come to our notice in such manner that we have deemed it advisable to make brief reference to it.

Chapter 68 of the Fifteenth and chapter 77 of the Seventeenth General Assembly relate to the rail transportation and commerce of Iowa. They prohibit unjust discrimination, unreasonable charges, and unfair and extortionate rates. While the law does not define and declare specific rates, it does prohibit in good set phrase unreasonable and unjust discrimination. The Commissioners earnestly hope that the whispers of dissatisfaction on the part of merchants and shippers over this advance in rates may not develop into a definite and well-grounded complaint. The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchanges, and any attempt by discrimination to unjustly or oppressively interfere with or prevent the products of the state from seeking any market desired, or in any improper way to divert, limit, or repress the business of exchanges will arouse the indignation of the people. The railroad corporations of Iowa can hardly afford to challenge the suspicion of discriminating against any portion of the state or people, much less the actual fact. Any attempt to discriminate against the producing and commercial interests of any section or any industry should be jealously watched and guarded against, and will command the prompt action of the Commissioners whenever their attention is called to it in the manner contemplated by law.

RAILROADS AND TRANSPORTATION.

It will contribute greatly to a proper estimate of the railroad problem to give a passing glance at the aggregate extent, value, and commerce of the railroads. It is estimated that the total mileage of rail roads in this country is 80,000, and that at least eleven per cent. of this mileage may be added for sidings, switches, and spurs, making nearly 90,000 miles in all. It is also estimated that the value of these rail-

roads—the estimate being based upon their cost, as shown by their books—is \$4,500,000,000. Accepted estimates of the commodities transported by rail, place their aggregate value at about \$22,000,000,000. The value of the railroads is more than twenty times greater than the value of our foreign shipping trade, while the value of the commerce carried by rail in the United States is sixteen times greater. To those unfamiliar with the domestic or rail transportation of the United States, these figures will be startling. It is within the memory of many now living that all of our internal commerce was transported along the Atlantic sea-coast, the Gulf of Mexico, the chain of lakes, the navigable rivers, and two or three canals. Not more than twenty-five years ago nine-tenths of our domestic commerce was carried on by these agencies. Now seventy-five per cent. of our internal trade is transported by rail. About eighty per cent. of all the grain transported to the Atlantic seaboard goes by rail, notwithstanding its exceptional bulk as compared with the average of commodities comprising our commerce. Reflection upon the rapid growth and vast proportions of the railway traffic of the country, which has been developed for the most part within the past quarter of a century, will assist us in forming a correct judgment of the importance of the railway problem, and contribute much toward the formation of an enlightened and helpful policy. Stupendous as has been the development in the past, the future is likely to see yet greater strides forward, as the ratio of advancement appears to be constantly accelerating. It would seem, therefore, that too much stress cannot be laid upon this subject, as it already holds a foremost place among the questions challenging the attention of the legislature and the people.

IOWA RAIL TRANSPORTATION.

The Commissioners regret to say that they are unable to give even an approximation of the rail commerce of the state during the past railroad year—June 30, 1877, to June 30, 1878. This is rendered impossible on account of the delinquency of thirteen of the thirty-one railroad companies to furnish to this office any return whatever of their tonnage, while many of the others report the aggregate of their traffic in all of the states through which their lines run. For instance, the Chicago, Burlington & Quincy company report their actual Iowa traffic, while the Chicago, Rock Island & Pacific company report the aggregate of their business in both Iowa and Illinois, with no data by

which to determine the proportion belonging to each. The Chicago, Milwaukee & St. Paul also report their aggregate tonnage in the four States of Illinois, Wisconsin, Iowa and Minnesota. The companies failing to report their tonnage, in detail or in whole, as required by the Board of Commissioners, are the Chicago, Clinton & Western, the Burlington & Southwestern, the Chicago & Northwestern, the Iowa Midland, the Davenport & Northwestern, the Grinnell & Montezuma, the Iowa Railroad, Coal & Manufacturing Company, the Kansas City, St. Jo. & Council Bluffs, the Missouri, Iowa & Nebraska, the St. Louis, Ottumwa & Cedar Rapids, the Toledo & Northwestern, the Burlington & Northwestern, the Des Moines & Minneapolis, and the Waukon & Mississippi—thirteen of the thirty-one companies whose roads are in active operation. As the Chicago, Burlington & Quincy reported both their Iowa and their interstate tonnage, the Commissioners are justified in presuming that all the other inter-state companies could have done so. That they did not is occasion for sincere regret on the part of the Board, as it doubtless will be on the part of the whole state, for with such data at hand the Commissioners could have presented herein much information in classified form of the rail commerce of the state. For such information under this head as has been supplied, reference is made to table number XIII. in this report.

AVERAGE PROSPERITY OF THE LARGER LINES.

In another part of this report we have adverted briefly to the financial condition of the railroads in Iowa, their current operations, the relation of receipts to expenses, and kindred subjects. As there stated the net excess of earnings over operating expenses is \$4,415,051.41. This sum coupled with the net rental of leased lines aggregates the large sum of \$5,595,223.81, which gives a net product in earnings of \$1,345.98 per mile. This is equivalent to a ten per cent. return on a cost of construction at \$13,460 per mile. But as the average rate of interest on railroad bonds is only seven per cent., these net earnings represent seven per cent., return on a cost of \$17,497 per mile. We do not pretend that this postulate of cost is correct; indeed, it is quite certain their average cost is considerably greater. But it has been the habit of those representing the railroad interests in Iowa to strenuously maintain that their investments were non-paying. In the absence of definite and reliable data on this question the public have, perforce, accepted these unofficial representations, somewhat reluctantly it is true, yet for want of the actual facts they have been regarded as conclusive of the

question. The returns now made by them to the Board of Commissioners, on which data we base the foregoing calculation, to some extent not only dispel much of the doubts which have environed the subject, but establish the fact that about one-half of the roads in Iowa do pay an average of \$1,345.98 per mile. This calculation, and the returns on which it is based, refer to the operations for the last fiscal or railroad year, which is signalized by a degree of business depression and stagnation unparalleled in the history of Iowa railroads. Add to these considerations that their operations for the year mentioned were carried on under the low rates of the "Granger tariff," and the future by no means wears so forbidding an aspect. The Commissioners are fain to believe that with the steadily increasing commerce of the state, its yet rapid growth in population and settlement, together with the obvious purpose of the railroads to adapt their operations, facilities, and charges to a system of fair reciprocity with the public, railroad enterprises in Iowa will be quite as encouraging and inviting as those of any other character. When the widespread incubus of hard times shall have yielded to the advancing tide of a better day, of which there is now encouraging promise, railroads in common with all other enterprises, it is confidently believed, will realize the full measure of prosperity which their patience and merits challenge.

It should not be inferred however that railroad investments, as a rule, in our country are profitable. The report of the Bureau of Statistics, for 1876, states that at the close of that year the total bonds, stock, and debt of railroads in the United States amounted to \$4,775,000,000, and of this enormous sum 38 per centum, or \$1,800,000,000 is represented by railroads in default and hence unproductive to their owners. Many of the less unfortunate class of roads are able to pay the interest on their bonds only, making no dividends on their stock. The shrinkage in the aggregate value of railroads on this account is estimated at nearly fifty per cent. of their capital, a sum equal to the entire national debt.

RAPID GROWTH OF RAILROAD TRAFFIC.

In view of the exceptional depression in the general business of the country during the years subsequent to the panic of 1873, the public will be hardly prepared for any exhibit showing any considerable increase. Yet such is the case. In an official letter written by Hon. Joseph Nimmo, Jr., Chief of the Bureau of Statistics at Washington,

bearing date September 14, 1878, there are traffic statistics showing the number of tons of freight transported on five of the great trunk lines terminating at Atlantic seaboard cities, for the years 1873 to 1877 inclusive; also on two of the more important lines traversing Iowa, the Chicago, Rock Island & Pacific for the same year, the Chicago & Northwestern for the years 1874 to 1877 inclusive; and on the Union Pacific for 1873 to 1877 inclusive. This table shows, considering the "hard times" of the years mentioned, a very encouraging increase in the tonnage, and puts to flight the plea that the commerce and transportation traffic of the country were at a stand still. Deeming the exhibit as important in showing the steady growth of the railroad traffic of the state and of the country, we insert it here:

Statement showing the number of tons of freight transported on the New York Central Railroad, on the Lake Shore and Michigan Southern Railway, on the Pennsylvania Railroad, on the Pittsburgh, Fort Wayne and Chicago Railway, on the Baltimore & Ohio Railroad, on the Chicago, Rock Island & Pacific Railroad, and on the Union Pacific Railroad each year from 1873 to 1877 inclusive; and on the Chicago & Northwestern Railway for each year from 1875 to 1877 inclusive.

YEAR.	TONS CARRIED.							
	Lake Shore and Michigan Southern Railway.	New York Central Railroad.	Pittsburgh, Fort Wayne and Chicago Railway.	Pennsylvania Railroad.	Baltimore and Ohio Railroad.	Chicago, Rock Island and Pacific Railroad.	Union Pacific Railroad.	Chicago and Northwestern Railway.
1873.....	5,176,861	.....	2,316,568	9,998,794	640,265	1,280,966	487,484	.....
1874	5,221,267	114,678	2,299,123	9,118,419	752,256	1,369,364	482,907	.....
1875	5,022,490	6,001,954	2,496,148	9,797,176	872,161	1,117,727	543,411	3,153,816
1876	5,635,167	8,803,880	2,629,687	10,800,547	1,083,393	1,649,000	629,047	3,471,927
1877	5,513,398	8,851,356	2,890,795	10,438,894	1,047,645	1,650,408	70,112	3,413,398
1878 .....	.....	.....	.....	.....	.....	.....	.....	3,911,261

The increase in traffic on the Lake Shore & Michigan Southern shows an advance of $6\frac{1}{2}$ per cent. from 1873 to 1877; that of the New York Central is about 4 per cent. from 1874 to 1877; the Pittsburgh, Fort Wayne & Chicago 16 per cent.; the Pennsylvania $4\frac{1}{2}$ per cent.; the Baltimore & Ohio $63\frac{1}{2}$ per cent.; the Chicago, Rock Island & Pacific 28 per cent.; the Union Pacific 47 per cent.; and the Chicago & Northwestern 24 per cent.

Referring to the traffic of the current year, of which there is of course no statistical information as yet, Mr. W. H. Vanderbilt, president of the New York Central & Hudson River Railroad Company, is reported to have said as follows:

In my opinion there will be sufficient business during the next six

months for all the railroads and the Erie Canal. The lines cannot now supply cars enough for the demands upon them. This week I have contracted for 800 new cars. The Erie, I am informed, has ordered 2,000, and many other lines are finding it necessary to increase their rolling stock.

Mr. Thomas Scott, president of the Pennsylvania Railroad Company, said:

The railroads are now very actively employed, and the number of cars is not great enough to move the freight offered as promptly as is desired. I believe there will be a steady improvement in nearly all branches of trade and industry. * * * The prospects of the leading railroad lines of the country are now good.

SUGGESTIONS AS TO SPEED OF FREIGHT TRAINS.

While the Commissioners hesitate to enter into indiscriminate recommendations as to the details of railroad management, they nevertheless do not shrink from so doing when in their judgment the general interests seem to require it. As has been remarked, the state "cannot conduct the affairs of a railroad company as economically or as effectively as can the managers of the road acting solely in the interests of the proprietary." The widest freedom as to their physical management by the proprietary is obviously necessary to the fullest development of the capacities of railroads, and to their most successful operation. But recognizing the importance of certain fundamental principles of transportation, as to which there can be but little dispute, the Commissioners may be pardoned for making the following suggestion, which they are disposed to think is not unimportant.

Speedy transit, whether of passengers or freight, within the range of safety, is of the very first importance. As reported to us the gross passenger, mail, and express earnings in Iowa are but a fraction removed from twenty-five per cent. of the whole, while the freight earnings are seventy-five per cent., or three times greater. These figures show the relative importance, pecuniarily considered, of the passenger and freight business. With only rare exceptions the passenger trains on all Iowa roads are run at as high a rate of speed as is desirable, being an average of about 22 miles an hour. The average speed of the freight trains is only 12 miles per hour. In view of the fact that the freight business comprises so large a proportion of the entire volume and value of transportation, the question arises whether the average speed of freight trains may not be increased. It is said that "time is money." The maxim nowhere has better illustration than when

applied to the business of commercial transportation. The value of the commerce moved daily by rail in our country is about \$70,000,000. Hence the loss or gain of a single day in the movement of so vast an amount of property is of no little importance to the commercial interests of the country. But a few years ago the speed of freight trains was less than now, the voluntary increase of which, by the railroads, being a recognition of its importance. Whether yet greater speed may not be attained without endangering the safety of freight trains, or incurring compensating loss by greater wear and tear, is a suggestion we presume to make, leaving the suggestion to the consideration of the railroads. Some of the railway companies are already contemplating the suggestion, and with this view are considering the question of using larger car wheels so as the more easily to overcome the resistance of such imperfections as there are in tracks. The suggestion we do not doubt will receive due attention from the railroad corporations.

IMPORTANCE OF THE RAILROADS IN A PROPERTY SENSE.

As to the value of the railroad property in Iowa, the Commissioners were not provided with such definite data by some of the companies as enabled them to determine the fact with accuracy. Nevertheless we have made somewhat careful estimates of the unreported companies, and feel confident that our valuation, made on the basis of the reports we have, is not wide of the truth.

The capital stock is.....	\$ 88,857,365.95
The funded debt is.....	61,342,767.33
Total.....	<u>\$150,200,133.28</u>

This sum, leaving out the amount of \$8,401,651.19 of floating debt, represents a valuation of \$36,949,80 per mile, which is probably a close approximation to their average cost. The valuation of the entire property of the state, as shown by the Auditor's last report, and which includes the property of the railroad corporations, is placed at \$404,670,044.00. As it is probable that this valuation represents only about one-third of the actual value, in order to show the ratio of the railroad property to the whole, we should place the valuation of the whole, other than railroads, at \$1,063,810,000. It appears therefore that the railroad property represents 14.12 per cent. of the entire property of Iowa. This calculation shows at a glance the great importance of the railway interest in a property sense in the state. It is nearly double in value that of the entire personal property, and is 21 per cent. of all

the land rated at the high valuation of \$21.00 per acre, or three times the assessed valuation. An interest so vast, and comprising so large a proportion of the whole property of the commonwealth, may well challenge the most careful attention and wise management on the part of the General Assembly. While it should be regulated with all due concern for the interests of the people, too much caution cannot be exercised in guarding against the oppression sometimes arising from popular excitements. The Commissioners find in the present relations between the people and the railroads in general a condition of mutual forbearance and trust, and felicitate the commonwealth upon the presence of a spirit which promises the best possible results to both.

RELATION OF THE RAILROADS TO THE INDUSTRIAL CLASSES.

Table number ten of this report, among other things, shows the number of persons in the direct employ of the railroads of Iowa to be 13,518. While we have no reliable data upon the point, it is very probable that there are 6,000 to 7,000 more in the indirect employ of the roads, cutting ties and wood, quarrying and dressing stone for bridges and culverts, mining coal, and otherwise performing labor the year round for the railroad companies, making 20,000 in all. As each adult male is reckoned in statistics of this and a kindred character to represent five persons holding a family relation, it would seem that there are 100,000 persons in round numbers—about seven per cent. of our entire population—who derive their support from the railroads in the state. If the number, as estimated by us in the employment of the railroads is correct, and it certainly cannot be wide of the truth, and if they receive an average of \$1.50 per day, the railways disburse to them annually the generous sum of more than eight millions of dollars! Thus do these corporations sustain a very important relation in an industrial way to the people of Iowa, and contribute not a little to the general prosperity. Any and every form of enterprise that contributes so largely to the steady maintenance and comfort of the industrial class is entitled to the consideration of the public authorities.

CLASSIFICATION OF THE IOWA RAILROADS.

Section 1, of chapter LXVII. of the laws of the Fifteenth General Assembly, establishing and defining the classification of the railroads of Iowa, was among the sections unrepealed by the Commissioner Act, except so far as it relates to rates of compensation for conveying

freight. The reports of the railroad companies to the Secretary of State in 1877, required some changes in the classification which were notified to them by authority of the Executive Council as required by law. This last classification is as follows:

CLASS "A" RAILROADS.

Chicago, Burlington & Quincy Railroad.
Chicago & Northwestern Railway.
Chicago, Rock Island & Pacific Railroad.
Kansas City, St. Joseph & Council Bluffs Railroad.

CLASS "B" RAILROADS.

Burlington, Cedar Rapids & Northern Railway.
Central Railroad of Iowa.
Chicago, Milwaukee & St. Paul Railway
Illinois Central Railroad.
Iowa Railway, Coal & Manufacturing Company.
Keokuk & Des Moines Railway.

CLASS "C" RAILROADS.

Burlington & Northwestern Railway.
Burlington & Southwestern Railway.
Chicago, Clinton & Western Railroad.
Chicago, Clinton, Dubuque & Minnesota Railroad.
Crooked Creek Railway.
Davenport & Northwestern Railway.
Des Moines & Fort Dodge Railroad.
Des Moines & Minneapolis Railroad.
Dubuque Southwestern Railroad.
Iowa Eastern Railroad.
Missouri, Iowa & Nebraska Railway.
Newton & Monroe Railroad.
Sabula, Ackley & Dakota Railroad.
St. Louis, Kansas City & Northern Railway.
St. Louis, Keokuk & Northwestern Railway.
Sioux City & Pacific Railroad.
Sioux City & Pembina Railway.
Sioux City & St. Paul Railroad.
Toledo & Northwestern Railway.

This classification is based upon the gross annual earnings per mile of the several roads: all roads earning \$4,000 per mile annually being assigned to class "A;" all whose gross earnings are \$3,000 per mile or any sum in excess less than \$4,000, being assigned to class "B;" while all other roads are assigned to class "C." These several classes are empowered by law to charge fares for transporting passengers at the

rate of three cents, three and one-half cents, and four cents per mile respectively. Of the class "A" roads of the previous year, the Illinois Central, in consequence of a reduction of earnings below the \$4,000 gross per mile for the year, was changed into class "B," and was therefore authorized to increase its passenger rates from three cents to three and one-half per mile, dating from the 4th day of July, 1878. Of the substantial equity of this system of classification there seems to be no rational question.

TAXATION OF RAILROAD COMPANIES.

The taxation of railroads is a question upon which there is considerable diversity of opinion, and as to which there are various systems in the several states. Our own state in the past has indulged in some experimentation, but the Fourteenth General Assembly enacted the present system, which, while sharply criticised as to the method of the distribution of the taxes by many of the municipal corporations of the state, has up to the present withstood the criticism and held its place on our statute book as a better and more equitable system than any which preceded it or which has been suggested in its stead. It is neither our purpose or province to discuss the merits of the several systems of railroad taxation, but rather to make simple reference to that now in operation, and to bring to general attention its practical results. In its proper place in this report the Commissioners have set forth this and all other laws relating to railroads, to which reference is made for details. The aggregate of the taxes levied in the state for all purposes for the year 1877 was \$10,559,271.80. It should be borne in mind that this sum is for all the purposes of government, local and state, and that 92 per cent. of the amount is voted by the local authorities, only 8 per cent. being tax for state purposes. The valuation of the railroad property for taxation purposes for 1877 was \$22,420,703, on which taxes to the amount of \$594,912.65 were paid. The ratio of this railroad tax to the entire tax-levy of the state, local and general, is 5.73 per centum. If the assessment of railroad property, however, was made on the same principle of valuation that is applicable to all other property, this ratio would be about 10 per cent. The amount of the taxes annually paid by the railroad companies since the substitution of the present law for that of 1872 is more than three times the sum paid by them under the old law.

CIRCULAR NOTIFICATIONS TO RAILROAD COMPANIES.

On the 8th of April, and soon after the organization of the Board of Commissioners, they issued Circular No. 1, addressing a copy to each railroad corporation operating a railway in this state, requiring the several companies to furnish this office, on or before the 10th of May following, a profile of their roads, detailing grades, elevations, curvatures, contemplated changes in grades, names of stations, length of sidings, double tracks, steel rail laid, description of bridges and culverts, names of streams crossed, annual reports of the roads from the beginning of construction, and maps of roads through the state. With few exceptions this circular was responded to with commendable promptness, while others, for want of the information desired, or a part thereof, or from negligence, complied at a much later day, or not at all in sundry particulars. This and subsequent circulars issued will be found in full in the Appendix to this Report.

June 6th, Circular No. 2 was issued calling the attention of the several railroad companies to the liability to accidents arising from the neglect of railway companies to fill the angles of frogs, guard rails, and switches, so as to prevent the possibility of the boot-heels of employes and others, from being caught in them in switching cars.

Circular No. 3 was issued calling the attention of all railroad companies to the provisions of section 14, of chapter 77, of the Acts of the Seventeenth General Assembly, requiring them, upon the occurrence of any serious accident upon their roads respectively, resulting in personal injury or loss of life, to give immediate notice thereof to the Commissioners, to the end that they might make due investigation thereof.

The Commissioners are happy to be able to state that up to this date no serious accidents have occurred on any of the railroads in Iowa requiring special investigation by them, a fact indicating the commendable care and prudence with which the companies guard against this class of mishaps. It is sincerely to be hoped that this fortunate exemption from accident may be unremitting, and that the railway companies will continue their surveillance and other means for the prevention of injuries to employes and others.

PUBLICITY OF RAILROAD MANAGEMENT THEIR BEST SECURITY.

Until within a few years it has been the policy of the railroad corporations to conceal their management and business not only from public view, but frequently from the eyes of their own stockholders. This is now generally conceded to have been a mistaken policy, and the developments of recent years have shown it to have been pernicious as well. Concealment had the effect to inspire distrust, and distrust grew into a general want of confidence. Thousands of people were persuaded to invest their capital in these enterprises, many of them having but small means and being limited investors. The policy of secrecy on the part of the management aroused the suspicion of stockholders and of the public, and public sentiment at last became so strong that most of the better class of corporations have conceded the justice and necessity of publicity in order to the protection of their property from the suspicion and distrust which often produced damaging effects upon its value. The same policy of concealment prevailed for many years in England, but it has at last, as in this country, given way to the more healthful one of publicity. Relying upon the secrecy of their management many corporations have in years past found opportunity for mismanagement and frauds, and shameless scandals have now and then broken upon the astonished public, bringing wreck to the property, loss to the smaller stockholders, and injury to the communities where their lines run. The report of the Massachusetts Commissioners for 1875 devoted considerable space to this subject, and a subsequent legislature enacted a stringent law in accordance with the suggestions and recommendations. While the Commissioners of Iowa have no special recommendation to make on this matter, they take this opportunity to say that whatever may contribute to the most thorough and complete publicity of the affairs of railroad corporations can but prove of great ultimate value to the companies themselves, and work to the establishment of confidence in the public mind through the exercise of mutual trust between the companies and the people. As the diffusion of information upon all enterprises of a public or *quasi* public character is the surest check upon mismanagement, it is equally efficacious in securing public confidence, both being calculated to conserve the interests and protect the value of that to which they relate.

RAILROAD CONSTRUCTION DURING 1878.

Within the past year, in fact, during the last eight months, no less than five branches of main railway lines have been constructed and put into successful operation, and one company has extended its line over one hundred miles. These newly-constructed lines are as follows :

Chicago, Milwaukee & St. Paul extension from Algona westward	105	miles.
Avoca & Harlan Branch of the C., R. I. & P.....	13½	miles.
Atlantic & Audubon Branch of the C., R. I. & P.....	25½	miles.
Creston & Northern Branch of the C., B. & Q	30	miles.
Chariton & Indianola Branch of the C. B. & Q.....	33	miles.
Hastings, Sidney & Nebraska Branch of the C., B. & Q.....	23	miles.
Total.....	230	miles.

This addition to the amount of road reported in the Railroad returns to this office swells the aggregate in the State to 4,387 miles. During the preceding four years a fraction less than 310 miles was constructed, and hence the exhibit of the present year is very gratifying. If it is not the sure index of a general restoration of confidence among capitalists in railway investments, it is at least conclusive evidence of the steady and encouraging growth of Iowa trade, productions, and commerce. It suggests, also, whether the relaxation of our laws regulating railroads—the enactment of an elastic system of control in lieu of the arbitrary and inflexible law of 1874 known as the Tariff act—may not have served as a re-assurance that both the legislature and the people have no desire to cripple existing lines, or prevent such a multiplication of our railroad miles as our growing commerce seems to require. With no purpose to discuss the causes which have contributed to a revival of railway construction, the facts noted possess a significance that will not escape the observation of all reflecting men. It is certainly advisable that legislation unfriendly to the extension of the railroad system of our state shall be carefully avoided, and that all rational encouragement shall be enacted instead. Capital is the soul of business, and whatever serves to encourage its investment in the state, with just conditions and limitations, should be granted ungrudgingly and without hesitation.

RAILROAD COMMISSIONERS' CONVENTION AT COLUMBUS.

November 12th, of the current year, a national convention of the Railroad Commissioners of the several states was held at Columbus, Ohio—the session continuing two days. In the performance of their duties respectively by the Boards of the several states, no little embarrassment was felt from a lack of uniformity in the methods with which railroad corporations kept their accounts, and from the diversity of reports and the dates thereof required of the companies by the different states. As many of the lines of railroad were of an inter-state character, this lack of uniformity was found to work not only serious and needless hardship to the railroad companies, but tended to strip the reports themselves of much that would otherwise be of obvious value to the several Boards of Commissioners in collating statistical information concerning the railroads and the commerce of the different states, and especially for purposes of comparison. The diversity of railroad taxation was also deemed a matter that came within the advisory province of the Boards of Commissioners. These were the several matters considered by the convention, and deeming the action taken of much importance to the better success of the Commissioner system, and to both the railroads and the public, we insert in this report the more salient and suggestive features thereof.

The following states, with the names of the Commissioners, were represented:

Connecticut—George M. Woodruff, Geo. W. Arnold, J. W. Bacon.

Illinois—W. M. Smith, George W. Bogue, J. H. Oberly, and Secretary M. H. Chamberlain.

Iowa—Peter A. Dey, M. C. Woodruff, and Secretary J. S. Cameron.

Massachusetts—Charles Francis Adams, Jr., A. D. Briggs, E. W. Kinsley, and Secretary J. H. Goodspeed.

Michigan—W. D. Williams.

Missouri—John Walker, John S. Marmaduke, James Harding, and Secretary George C. Pratt.

Ohio—Wm. Bell, Jr., and Secretaries Sam. C. Bell and Frank W. Merriek.

Vermont—Myron W. Bailey.

Virginia—Thomas H. Carter.

Wisconsin—A. J. Turner.

Washington, D. C.—Thomas French, Auditor of Railroad Accounts.

A committee of five, to-wit: W. D. Williams, C. F. Adams, Jr., J. H. Oberly, P. A. Dey, and J. S. Marmaduke, were appointed to report subjects for action. After exhaustive discussion the following resolutions were adopted:

WHEREAS, It is of the utmost importance to the material interests of the country as well as the officials and holders of the securities of the railroad corporations, that the returns and reports of those corporations should fairly and correctly represent their doings and financial standing; and whereas this result can only be secured through a general uniformity in the methods in which the books of the corporations are kept, from which the returns are drawn; and whereas, finally, this result can best be arrived at through the voluntary co-operation of the representatives of those corporations; therefore

Resolved, That a committee of five be appointed to consider this subject and to mature a form of returns and system of uniform railroad bookkeeping, so far as the same is practicable, and that the said committee be instructed to invite Messrs. M. M. Kirkman, of Chicago, W. P. Shinn, of Pennsylvania, — Wilber, of Boston, C. P. Seland, of Cleveland, and Joseph S. Ford, of Missouri, and such others as to the committee may seem proper, as a committee of representative professional railroad accountants of the country, to co-operate with and advise them in the performance of their duty.

The committee of five created by this resolution comprises the following Commissioners: G. M. Woodruff, of Connecticut, G. M. Bogue, of Illinois, Thomas H. Carter, of Virginia, M. C. Woodruff, of Iowa, and A. J. Turner, of Wisconsin

The second resolution was as follows:

Resolved, That a committee of three be appointed to examine into and report the method of taxation as respects railroads and railroad securities now in use in the various states of the Union as well as in foreign countries, and further to report a plan for an equitable and uniform system for such taxation at the next meeting of this convention.

On this resolution the committee appointed were: C. F. Adams, Jr. of Massachusetts, W. D. Williams, of Michigan, and J. H. Oberly, of Illinois.

These committees were instructed to report at the next meeting of the convention, which is to be held on the second Tuesday in June, 1879.

It may be observed here that the first resolution had the unanimous approval of the convention. Although the legislature of Massachusetts had provided a uniform system of keeping railroad accounts, it was thought advisable that the several Boards of Commissioners abstain from the recommendation of a like enactment in their respective states, but refer the matter to a committee for investigation, and to a future

convention for concerted action, in the hope that the several states would see the importance of adopting a system which should be uniform among them all. We are clearly of the opinion that such uniformity of account keeping and of railroad reports, as is contemplated, will prove of incalculable advantage to the railroads, the Boards of Commissioners, the legislatures, and the public, and we are strongly of the opinion that it will be adopted by all the states, should the committee chosen by the Columbus Convention succeed in devising a satisfactory method.

PETER A. DEY,
JAMES W. McDILL,
M. C. WOODRUFF,
Commissioners.

ATTEST:

J. S. CAMERON,
Secretary.

COMPILATION

FROM

RAILROAD RETURNS.

TABLE I.
CAPITAL STOCK.

RAILROADS.	Miles.	Paid in.	Per mile.	Issued	Common.	Preferred.	Amount realized.	Amount held in Iowa.	No. of stockholders.	No. of stockholders in Iowa.
Burlington, Cedar Rapids & Northern	492.16	\$5,500,000.00	\$11.37	\$5,500,000.00	\$5,500,000.00	00	\$5,500,000.00	00	00	00
Chicago, Clinton & Western	27.50	00	00	00	00	00	00	00	00	00
Burlington & Southwestern	142.00	1,788,700.00	12.62	1,788,700.00	1,788,700.00	00	1,788,700.00	00	285	234
Central Railroad of Iowa.	190.64	4,921,055.00	25.81	4,921,055.00	4,921,055.00	00	4,921,055.00	00	00	00
Chicago, Burlington & Quincy.	1,620.50	27,729,916.51	17.11	27,729,916.51	27,729,916.51	00	27,729,916.51	00	00	00
Keokuk Branch.										
Albia Branch.										
Chariton Branch.										
Creston Branch.										
Villiac Branch.										
Red Oak Branch.										
Chicago, Mt. & St. Paul.	1,412.34	27,683,744.00	19.60	27,683,744.00	15,401,361.00	12,279,483.00	27,683,744.00	240.00	1,768	1
Sabula, Ackley & Dakota										
Chicago & Northwestern	1,145.60	36,812,500.00	32.16	36,812,500.00	15,109,655.97	21,702,844.03	36,812,500.00	50,000.00	844	1
Chicago Iowa & Nebraska	81.84	3,916,200.00	47.85	3,916,200.00	3,916,200.00	00	3,916,200.00	264,400.00	360	12
Iowa Midland	68.80	30,000.00	726.75	50,000.00	30,000.00	00	50,000.00	200.00	8	2
Cedar Rapids & Mo. River	274.01	7,620,000.00	27.80	7,620,000.00	6,850,400.00	769,600.00	7,610,000.00	67,500.00	287	30
Stanwood & Tipton										
Maple River	60.15	658,000.00	10.94	658,000.00	658,000.00	00	658,000.00	158,000.00	136	5
Chicago, R. I. & Pacific.	635.96	20,180,000.00	31.74	20,180,000.00	20,180,000.00	00	20,180,000.00	73,400.00	1,796	8
Oskaloosa Branch.										
Iowa & Miss N.	289.43	5,245,600.00	18.13	5,245,600.00	5,245,600.00	00	5,245,600.00	00	00	00
Indianapolis & Wheelerset										
Chl. Clinton, Dubuque & Minnesota.	204.1	6,156,600.00	29.65	6,156,600.00	6,156,600.00	00	6,156,600.00	00	00	00
Davenport & N. W.	160.65	3,420,000.00	21.28	3,420,000.00	3,420,000.00	00	3,420,000.00	4,600.00	29	19
Des Moines & Fort Dodge	97.2	4,000,000.00	41.22	4,000,000.00	4,000,000.00	1,000,000.00	4,000,000.00	00	00	00
Dubuque Southwestern	56.00	1,180,804.50	21.08	1,180,804.50	580,262.00	599,542.50	1,180,804.50	157,400.00	96	49
Fort Dodge & Fort Ridgely	12.75									
Grinnell & Montezuma	13.62	150,000.00	11.00	150,000.00	150,000.00	00	150,000.00	00	00	00
Illinois Central operator	142.70	4,999,950.62	35.00	4,999,950.62	4,999,950.62	00	4,999,950.62	150,000.00	588	588
Dub. & S. City	183.68	4,625,000.00	25.17	4,625,000.00	4,625,000.00	00	4,625,000.00	17,700.00	867	9
Iowa F. & N. C.	75.56	1,584,500.00	20.97	1,584,500.00	1,584,500.00	00	1,584,500.00	89,800.00	200	14
C. F. & M.								28,300.00	18	3

										4	4
Iowa Railway Coal & Manufacturing Co.											
Kansas City, St. Jo. & Council Bluffs ..	3.25	60,000.00	18,461.40	60,000.00	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66
Keokuk & Des Moines	249.83	2,789,413.66	11,165.25	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66	2,789,413.66
Missouri, Iowa & Nebraska ..	162.20	3,924,600.00	24,220.00	3,924,600.00	3,924,600.00	3,924,600.00	3,924,600.00	3,924,600.00	3,924,600.00	3,924,600.00	3,924,600.00
Newton & Monroe	85.00	1,400,075.00	17,177.35	1,400,075.00	1,400,075.00	1,400,075.00	1,400,075.00	1,400,075.00	1,400,075.00	1,400,075.00	1,400,075.00
St. Louis, Ottumwa & Cedar Rapids	17.00	85,000.00	5,000.00	85,000.00	85,000.00	85,000.00	85,000.00	85,000.00	85,000.00	85,000.00	85,000.00
St. Louis City & Pacific	48.30	2,000,400.00	19,255.28	2,000,400.00	2,000,400.00	2,000,400.00	2,000,400.00	2,000,400.00	2,000,400.00	2,000,400.00	2,000,400.00
St. Louis City & Pembina	107.42	105,000.00	6,000.00	105,000.00	105,000.00	105,000.00	105,000.00	105,000.00	105,000.00	105,000.00	105,000.00
Dakota Southern	17.60	1,500,000.00	24,800.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
St. Louis City & St. Paul	61.50	2,800,000.00	22,672.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00
Toledo & Northwestern	123.50	11,150.00	0,710.67	11,150.00	11,150.00	11,150.00	11,150.00	11,150.00	11,150.00	11,150.00	11,150.00
NARROW-GAUGE.											
Burlington & Northwestern	3.00	185,442.43	4,000.00	185,442.43	185,442.43	185,442.43	185,442.43	185,442.43	185,442.43	185,442.43	185,442.43
Crooked Creek	83.08	71,500.00	8,135.00	71,500.00	71,500.00	71,500.00	71,500.00	71,500.00	71,500.00	71,500.00	71,500.00
Des Moines & Minneapolis	8.00	165,110.28	8,812.00	165,110.28	165,110.28	165,110.28	165,110.28	165,110.28	165,110.28	165,110.28	165,110.28
Iowa Eastern	50.73	83,300.00	3,621.75	83,300.00	83,300.00	83,300.00	83,300.00	83,300.00	83,300.00	83,300.00	83,300.00
Waukon & Mississippi	10.10										
Totals	23.00										
From best information in hands of Receiver.											
(includes all lines owned or operated by the Companies.)											
Total										184,288,642.04	184,287,142.54
										\$145,652,572.48	\$139,638,070.06
										\$130,749,578.28	\$1,515,565.29
										7,799,139.88	7,799,139.88

*From best information in hands of Receiver.
(includes all lines owned or operated by the Companies.)

Kansas City, St. Joseph & Council Bluffs	249.83	7,484,869.74	24,158.98	7,500,126.73	80,054.06	10,274,353.40	41,222.30
Keokuk & Des Moines	162.90	2,700,400.00	00	2,700,400.00	16,000.07	6,625,000.00	40,802.67
Missouri Iowa & Nebraska	85.00	1,800,000.00	00	1,800,000.00	21,176.00	3,290,075.00	38,363.36
Newton & Monroe	17.00	00	00	00	00	85,000.00	6,000.00
St. Louis, Ottumwa & Cedar Rapids	43.80	00	00	00	00	00	00
St. Louis & Pacific	107.42	3,256,320.00	1,140,859.77	4,405,679.77	41,013.56	6,474,079.77	60,368.86
St. Louis City & Pembina	17.50	115,000.00	203,839.21	308,839.21	17,651.00	413,839.21	23,651.00
Dakota Southern	61.50	00	2,126,659.88	2,126,659.88	44,838.00	4,226,659.88	68,716.00
St. Louis City & St. Paul	121.50	2,500,500.00	00	2,500,500.00	26,210.00	6,600,500.00	46,382.00
Toledo & Northwestern	8.00	00	00	00	00	11,150.00	3,716.67
NARROW GAUGE							
Burlington & Northwestern	83.08	00	80,000.00	80,000.00	1,779.00	195,442.43	5,779.00
Crooked Creek Railway & Coal Company	8.00	00	00	00	00	71,000.00	8,635.00
Des Moines & Minneapolis	56.78	222,000.00	97,002.83	323,002.83	5,000.00	495,092.62	8,600.00
Iowa Eastern	19.10	272,000.00	10,050.00	282,050.00	14,680.00	00	00
Waukon & Mississippi	23.60	27,000.00	44,000.00	71,000.00	3,120.43	155,208.00	6,748.18
Totals		\$154,155,223.39	\$5,985,587.14	\$160,140,810.52	\$19,153.27	\$394,429,452.06	\$41,084.89

* Sold on Receiver's certificates to B. C. R. & N. Ry. Co., and no stock issued.

+ Includes all lines owned or worked by the Company.

‡ Estimated.

Iowa Railway, Coal & Manufacturing Co.									
Kansas City, St. Jo. & Council Bluffs	3.25	41,351.72	12,728.00	4,000.00	1,290.00	45,351.72	13,958.00	46,351.72	
Keokuk & Des Moines	240.80	9,204,865.30	38,842.52	1,107,418.38	4,672.85	10,397,178.38	41,515.37	2,284,772.19	
Missouri, Iowa & Nebraska	103.20					6,370,351.00	38,705.87	6,270,351.00	
Newton & Monroe	46.00	1,767,466.88	20,676.08	141,832.88	1,000.82	1,890,279.71	22,344.70	335,170.50	
St. Louis, Ottumwa & Cedar Rapids	17.00	85,000.00	5,000.00			80,000.00	5,000.00	85,000.00	
St. Louis, Pacific	107.42								
St. Louis, Southern	17.50								
St. Louis, Western	6.50								
St. Paul, Northern	123.50								
St. Paul, Western	3.00	50,000.00	15,600.00			50,000.00	15,600.00	50,000.00	
St. Paul, Northern	23.00	153,861.92	4,562.00	82,535.19	654.00	194,097.11	5,566.70	186,097.11	
St. Paul, Western	8.00	41,613.00	6,201.75	12,400.00	1,553.00	54,013.00	6,751.75	54,013.00	
St. Paul, Northern	66.73	452,395.48	7,837.00	47,647.00	553.00	500,142.48	8,790.00	500,142.48	
St. Paul, Western	19.10								
St. Paul, Northern	23.00	167,471.66	4,772.00	6,841.34	372.00	174,111.00	5,043.05	174,111.00	
St. Paul, Western									
Totals		\$185,423,432.99	\$19,477,899.00	\$310,185,372.00		\$185,423,432.99	\$19,477,899.00	\$185,423,432.99	

* Cost not returned—taken by Commissioners from stock and debt.
† Equipment leased.

TABLE IV.
EARNINGS.

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Stout City & St. Paul.....	86,283.53	6,000.00	7,785.96	109,019.49	1.05	288,275.53	2.11	19,353.03	407,548.63	294,151.74
Toledo & Northwestern.....	1,030.68	100.00	300.00	1,430.68	.16	4,276.46	.47	..... 00	5,707.16	5,707.16
NARROW-GAUGE.										
Burlington & Northwestern.....	3,767.73	236.12	846.90	4,970.75	.....	10,249.24	.....	.....	15,149.99	15,149.99
Crooked Creek Railway & Coal Co.....	440.22	..... 00	..... 00	440.22	.....	4,248.90	.....	.....	4,689.12	4,689.12
Des Moines & Minneapolis.....	80,584.73	1,472.80	1,856.00	83,913.53	.....	31,157.88	.....	.....	65,088.91	65,088.91
Iowa Eastern.....	1,804.90	76.79	981.72	2,963.41	.....	18,210.88	.....	.....	21,173.74	21,173.74
Waukon & Mississippi.....	.....	.....	.....	.....	.....	.....	.....	.....	17,400.00	17,400.00
Totals	\$9,819,118.44	\$ 62,703.69	\$ 768,194.24	\$11,212,349.55	.....	\$32,211,873.46	.....	\$ 685,662.03	\$44,119,285.04	\$20,714,496.07

* For 11 months.
† For 8 months.
‡ For 2½ months.

TABLE V.
OPERATING EXPENSES.

RAILROADS.	Miles.	Maintenance of way, etc.	Motive power and care.	Conducting transportation.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportion for Iowa.
Burlington, Cedar Rapids & Northern.....	426.83	\$ 409,222.16	\$ 274,278.94	\$ 248,078.26	\$ 122,877.21	\$ 1,034,451.57	2,481.06	1.20	\$ 1,038,498.82
*Chicago, Clinton & Western.....	10	8,800.00	8,876.40	7,498.00	1,193.00	12,562.40	1,256.24	.....	12,562.40
Burlington & Southwestern.....	142	.....	.....	.....	17,702.00	197,144.52	1,389.30	.....	125,212.17
†Central Railroad of Iowa.....	220.44	218,706.60	107,787.55	192,495.41	50,000.28	569,989.84	2,584.00	1.03	569,618.68
†Chicago, Burlington & Quincy.....	522.90	1,684,668.29	878,442.15	455,996.13	821,535.24	2,798,646.81	5,352.00	.....	2,798,646.81
†Chicago, Milwaukee & St. Paul.....	1,412.34	1,414,689.59	777,908.51	2,262,498.28	523,498.31	4,998,594.14	3,538.85	.91	557,715.97
†Sabula, Ackley & Dakota.....	98.00	51,828.87	6,831.09	29,052.82	9,373.19	97,085.97	1,000.38	1.38	97,085.97
†Chicago & Northwestern.....	1,654.96	1,081,205.02	1,041,194.37	3,314,883.91	718,932.50	6,156,216.80	3,723.71	.82	1,706,171.15
Iowa Midland.....	68.90	64,118.86	10,944.93	35,506.10	7,008.39	117,574.71	1,704.98	1.83	117,574.78
*Chicago, Rock Island & Pacific.....	1,003.20	1,146,139.20	659,908.96	3,214,962.46	553,778.56	4,568,809.18	4,552.89	.78	2,838,034.62
Chicago, Clinton, Dubuque & Minnesota.....	204.10	91,683.76	42,776.97	116,508.43	26,897.48	277,067.59	1,357.05	..	316,521.84
Davenport & Northwestern.....	180.65	.....	.....	.....	.....	204,888.80	1,175.00	.....	204,888.80
Des Moines & Fort Dodge.....	87.20	51,768.07	13,696.87	40,459.40	19,573.99	134,508.33	1,543.53	1.17	180,835.83
Dubuque Southwestern.....	56.00	.....	.....	.....	.....	97,514.20	1,741.00	.....	97,514.20
†Grinnell & Montezuma.....	18.62	.....	.....	.....	.....	2,707.24	204.00	.....	2,707.24
Illinois Central.....	402.16	846,408.47	187,478.77	878,438.85	154,552.80	1,010,868.98	2,513.00	.74	1,010,868.98
Iowa Railway, Coal & Manf. Co.....	8.25	380.15	655.52	3,142.40	2,282.91	6,461.11	1,972.00	.....	6,411.11
Kansas City, St. Jo & Council Bluffs.....	249.83	378,882.22	136,250.38	458,219.05	114,100.91	1,074,952.56	4,302.73	.....	231,615.95
Keokuk & Des Moines.....	162.20	110,734.99	48,980.81	171,441.45	64,647.63	418,529.48	2,580.33	.....	418,529.48
Missouri, Iowa & Nebraska.....	85.00	42,729.14	16,851.89	80,517.61	12,851.62	101,060.46	1,199.40	.....	17,991.25
Newton & Monroe.....	17.00	5,623.59	105.25	6,649.86	2,014.09	14,393.29	846.07	.70	14,388.29
St. Louis, Ottumwa & Cedar Rapids.....	48.80	.....	.....	.....	.....	104,510.00	2,145.00	.....	105,510.00
St. Louis City & Pacific.....	80.47	64,263.71	18,408.19	76,815.92	19,267.48	174,087.40	2,250.66	1.10	178,637.30
St. Louis City & Pembina.....	79.00	48,588.46	24,912.68	88,128.90	18,729.26	175,359.30	1,589.83	1.44	22,165.81
St. Louis City & St. Paul.....	147.50	63,204.19	49,576.86	91,267.14	38,521.71	272,969.90	1,711.00	1.11	140,998.13
St. Louis & Northwestern.....	8.00	1,428.00	.....	8,012.16	142.00	4,582.16	1,561.33	.....	4,582.16

NARROW GAUGE.										
Burlington & Northwestern.....	33.80	2,591.85	615.08	4,971.68	2,728.19	10,904.30	322.00	.45	10,904.30	
Crooked Creek Railway & Coal Co.....	8	1,080.00	25.00	2,568.00	2,090.64	5,748.64	717.85	.90	5,748.64	
Des Moines & Minneapolis.....	37.00	11,637.62	4,939.48	17,996.04	7,778.83	42,251.45	1,182.00	.....	42,251.45	
Iowa Eastern	19.10	2,977.36	613.21	7,321.40	3,278.03	14,190.00	742.93	.....	14,190.00	
Waukon & Mississippi.....	23.00	.....	.....	.....	.....	8,629.11	875.18	.....	8,629.11	
Totals		\$7,876,042.61	\$3,744,677.28	\$10,192,997.91	\$2,594,028.44	\$25,028,662.84	.....	.....	\$12,565,950.28	

* For eleven months.
† Includes 16 miles from Eddyville to Ottumwa and 13.8 miles from Grinnell to Montezuma; operated 9½ months.
‡ Includes branches to Keokuk, Knoxville, Leon, Hopkins, Clarinda, Nebraska City, and Council Bluffs.
§ Of road in Iowa.
|| Includes track from Marion to Cedar Rapids.
¶ And branches.
** Includes all lines operated.
†† For two and one-half months.
‡‡ For eight and one-half months.

TABLE VI.
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	Miles.	OPERATING EXPENSES.			EARNINGS.			DIFFERENCE.		Percentage of ex- penses to earn- ings.	Percentage of net earnings to cap- ital stock and debt.
		Total.	Per mile of road.	Per train.	Total.	Per mile of road.	Per train.	Earnings above ex- penses.	Expenses above earnings.		
Burlington, Cedar Rapids & Northern.....	425.81	\$1,054,451.57	\$2,461.06	\$1.20	\$1,614,762.68	\$3,790.52	\$1.88	\$560,311.08	\$.....	65	04.8
Chicago, Clinton & Western.....	10.00	12,562.40	1,256.24	.....	13,241.41	1,324.14	.....	678.0	.....	85	.....
Burlington & Southwestern.....	142.00	197,184.52	1,388.00	.....	187,955.50	1,323.56	.....	9,229.02	.....	105	.....
Central Railroad of Iowa.....	320.44	560,618.08	2,564.00	1.02	811,885.35	4,209.17	1.50	272,216.67	.....	68	00.8
Chicago, Burlington & Quincy.....	522.90	2,786,644.81	5,329.00	.....	4,290,856.54	8,183.70	.....	1,420,891.14	.....	74	06.8
Chicago, Milwaukee & St. Paul.....	1,412.84	4,968,841.14	2,248.85	.91	9,108,411.56	6,523.84	1.42	4,141,070.42	.....	64	07.0
Abulia, Ackley & Dakota.....	98.00	97,685.97	1,050.89	1.28	77,983.87	837.70	1.21	19,777.51	.....	125	.....
Chicago & Northwestern.....	1,656.98	6,754,805.80	4,276.71	.82	13,617,116.42	8,640.69	1.68	6,862,810.62	.....	50	00.8
Iowa Midland.....	68.80	117,574.73	1,708.93	1.88	87,721.96	1,375.03	.99	20,852.57	.....	184	.....
Chicago, Rock Island & Pacific.....	1,008.20	4,888,204.97	4,222.89	.78	8,393,668.54	8,004.16	1.88	3,908,461.57	.....	53	00.4
Chicago, Clinton, Dubuque & Milwaukee.....	208.10	277,647.59	1,245.05	.....	588,594.96	2,415.23	.....	260,947.37	.....	53	04.0
Davenport & Northwestern.....	160.65	294,898.59	1,375.00	.....	232,627.47	1,386.00	.....	17,738.58	.....	92	00.8
Des Moines & Fort Dodge.....	57.20	180,885.53	1,468.53	1.17	182,812.44	2,006.47	1.61	52,476.61	.....	71	00.8
Dubuque Southwestern.....	56.00	97,514.20	1,741.00	.....	102,107.10	1,823.00	.....	4,592.90	.....	95	00.2
Grinnell & Montezuma.....	18.64	2,767.24	208.00	.....	8,077.48	288.00	.....	810.24	.....	99	00.1
Illinois Central.....	492.16	1,010,868.98	2,518.00	.74	1,707,708.04	4,246.34	1.28	686,834.08	.....	59	04.2
Iowa Railway, Coal & Manufacturing Company.....	8.25	6,411.11	1,972.00	.....	9,425.34	3,099.00	.....	3,600.96	.....	64	05.9
Kansas City, St. Joe & Council Bluffs.....	949.88	1,074,962.56	4,302.78	.....	1,498,039.80	6,000.20	.....	424,077.24	.....	72	04.7
Keokuk & Des Moines.....	162.20	418,529.46	2,590.38	1.04	566,912.68	3,496.45	1.28	149,033.56	.....	74	02.1
Missouri, Iowa & Nebraska.....	95.00	101,850.46	1,190.40	.....	94,827.24	1,162.67	.....	3,123.22	.....	108	.....
Newton & Monroe.....	17.00	14,853.29	846.07	.70	23,068.96	1,356.06	1.18	8,708.69	.....	62	10.3
St. Louis Ottumwa & Cedar Rapids.....	43.80	108,510.00	2,455.00	.....	81,723.73	1,868.00	.....	24,786.28	.....	180	.....
St. Louis City & Pacific.....	80.47	178,697.80	2,200.00	1.10	283,738.33	2,888.94	1.45	104,629.09	.....	74	01.2
St. Louis City & Pembina.....	79.00	125,850.29	1,588.88	1.44	283,860.48	2,860.68	2.67	108,581.14	.....	54	08.8
St. Louis City & St. Paul.....	147.50	272,869.89	1,781.00	1.11	407,518.68	2,753.71	1.78	134,578.24	.....	68	08.0
Toledo & Northwestern.....	8.00	4,562.16	1,541.83	.51	6,707.16	1,709.05	.68	1,125.00	.....	80	10.6

NARROW-GAUGE.													
Burlington & Northwestern	33.80	10,904.30	322.00	.45	15,149.99	449.00	.63	4,245.69	.....	72	02.2	
Crooked Creek Railway & Coal Company	8	5,743.64	717.95	.90	4,889.12	586.14	.....	.....	1,054.52	123	.....	
Des Moines & Minneapolis	87.00	42,251.45	1,182.00	.....	65,068.91	1,759.00	.....	22,817.46	.....	65	04.6
Iowa Eastern	19.10	14,190.00	742.98	.....	21,173.74	1,006.00	.....	6,983.74	.....	67	102.5
Waukon & Mississippi	23	8,629.11	375.18	.....	17,400.00	757.00	.....	8,770.89	.....	50	05.9
Totals.....	.....	25,026,662.84	.....	.....	44,119,285.84	.....	.....	19,175,197.96	87,823.51	.....	.....

* Iowa lines.
† On all lines operated.
‡ For two and a half months.
§ Of stock and debt of leased lines in Iowa.
|| On debt.
¶ For eight and a half months.

TABLE VII.

RAILROADS.	Miles.	Total Receipts.	Total Operating Expenses.
Burlington, Cedar Rapids & Northern.....	425.83	\$ 1,681,138.91	\$ 1,051,451.57
Chicago, Clinton & Western.....	10	18,241.41	12,582.40
Burlington & Southwestern.....		187,955.50	197,184.52
Central Railroad of Iowa.....	220.44	841,835.35	569,618.68
Chicago, Burlington & Quincy.....	1,620.50	18,450,494.37	7,762,610.85
Chicago, Milwaukee & St. Paul.....	1,412.34	9,109,411.56	4,968,341.14
Sabula, Ackley & Dakota.....	93.00	77,908.87	97,685.97
Chicago & Northwestern*.....	1,656.96	13,617,116.42	6,754,305.80
Iowa Midland.....	68.80	87,721.86	117,574.73
Chicago, Rock Island & Pacific*.....	1,008.20	8,266,666.54	4,358,204.97
Chicago, Clinton, Dubuque & Minnesota.....	208.10	538,594.96	277,647.59
Davenport & Northwestern.....	160.65	222,627.47	204,888.89
Des Moines & Ft. Dodge.....	87.20	182,812.44	130,335.83
Dubuque Southwestern.....	56.00	102,107.10	97,514.20
Grinnell & Montezuma.....	13.61	3,077.48	2,767.24
Illinois Central†.....	402.16	1,707,703.06	1,010,869.98
Iowa Railway, Coal & Manufacturing Company.....	3.25	9,425.34	6,411.11
Kansas City, St. Joseph & Council Bluffs.....	249.83	1,499,029.80	1,074,952.56
Keokuk & Des Moines.....	162.20	566,962.68	418,529.46
Missouri, Iowa & Nebraska.....	85.00	98,827.34	101,950.46
Newton & Monroe.....	17	23,066.98	14,383.29
St. Louis, Ottumwa & Cedar Rapids‡.....	43.30	81,723.72	106,510.00
Sioux City & Pacific.....	80.47	283,326.33	178,697.30
Sioux City & Pembina.....	79.00	233,890.43	125,359.29
Sioux City & St. Paul.....	147.50	407,548.63	272,999.39
Toledo & Northwestern.....	8	5,707.16	4,582.16
NARROW GAUGE.			
Burlington & Northwestern.....	83.8	15,149.99	10,904.30
Crooked Creek Railway & Coal Company.....	8.00	4,689.12	5,743.64
Des Moines & Minneapolis.....	37.00	65,068.91	42,251.45
Iowa Eastern.....	19.10	21,173.74	14,190.00
Waukon & Mississippi||.....	23	17,400.00	8,629.11
Total.....		\$53,423,422.97	\$30,002,627.88

*On all lines operated.
†Operated 2½ months.
‡Iowa lines.
§Operated by St. Louis, Kansas City & Northern.
||For 8½ months.

OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED
WITH EARNINGS.

INTEREST & RENTAL.		Total Operat'g Ex- penses, Interest, and Rental.	Taxes paid in Iowa.	Excess of receipts over operating expenses, inter- est, and rental.	Excess of Operat'g Expenses, Inter- est, and Rental over Receipts.	FOR MILES IN IOWA.	
Paid.	Unpaid.					Excess of re- ceipts over op- erating ex- penses, inter'st and rental.	Excess of oper- ating expen's, interest and rental over receipts.
\$ 335,709.99	..... 00	\$1,390,161.56	\$ 39,814.41	\$ 290,977.35	.....	\$ 274,795.98	.....
..... .00	..... 00	12,562.40	*700.00	679.01	.....	679.01	.....
..... †	..... †	†197,184.52	*5,850.00	..... †	9,229.02	.....	5,239.22
..... †	..... †	†569,612.68	20,007.68	†272,216.67	.....	272,216.67	.....
2,264,624.82	.....	10,027,235.67	109,924.70	3,423,258.70	.....	1,104,010.56	.....
2,160,000.00	7,027.39	7,135,868.58	80,296.82	1,974,043.08	.....	343,480.80	.....
.....	.....	97,685.97	6,099.44	.....	19,777.60	.....	19,777.60
3,602,231.41	.....	10,356,537.21	106,479.50	3,260,579.21	.....	836,789.94	.....
108,000.00	.....	225,574.73	5,508.00	.....	137,852.87	.....	137,852.87
1,004,545.00	.....	5,362,749.97	118,677.95	2,903,916.57	.....	1,807,027.36	.....
.....	.....	277,647.59	4,251.43	260,947.37	.....	229,633.36	.....
2,273.16	85,500.00	292,662.05	11,669.53	.....	70,084.58	.....	70,084.58
65,520.00	..... 00	195,855.83	8,000.23	.....	13,043.89	.....	13,043.89
.....	38,985.00	136,509.20	4,194.41	.....	34,402.10	.....	34,402.10
.....	8,000.00	10,767.24	*910.00	.....	7,689.76	.....	7,689.76
696,889.89	..... 00	1,707,739.87	66,575.41	.....	36.81	.....	36.81
..... 00	..... 00	6,411.11	412.22	8,014.23	.....	8,014.23	.....
357,924.23	..... 00	1,432,876.79	10,762.84	66,153.01	.....	14,239.05	.....
.....	193,000.32	611,529.78	17,299.94	.....	44,567.10	.....	44,567.10
.....	126,000.00	227,950.46	900.17	.....	129,123.12	.....	22,467.50
..... .00	..... 00	14,383.29	558.43	8,703.69	47,361.23	8,703.69	.....
22,575.00	.....	129,095.00	*3,464.00	.....	.....	.....	47,361.23
110,755.00	1,560.00	291,012.30	8,145.45	.....	7,685.97	.....	7,685.97
25,984.31	..... 00	151,343.60	2,007.63	82,546.83	.....	19,481.05	.....
.....	244,389.89	517,339.28	8,589.78	.....	109,790.65	.....	60,384.85
..... 00	..... 00	4,582.16	120.33	1,125.00	.....	1,125.00	.....
10,444.23	.....	21,348.58	406.73	.....	6,198.59	.....	6,198.59
..... 00	..... 00	5,743.64	265.64	.....	1,054.52	.....	1,054.52
15,744.19	6,873.00	64,868.64	2,272.12	200.27	.....	200.27	.....
.....	22,404.00	86,594.00	562.91	.....	15,420.26	.....	15,420.26
1,080.00	.....	9,709.11	*690.00	7,690.89	.....	7,690.89	.....
\$10,784,281.23	\$733,729.60	\$41,520,638.76	\$594,912.65	\$12,556,051.83	\$653,267.62	\$4,923,687.81	\$ 508,636.40

* Estimated
† No interest reported.
‡ Unable to obtain the information.

TABLE VIII.
TRACK IN IOWA.*

RAILROADS.	Road owned.	Road leased.	Total.	Sidings.	Length of track computed as single track.	Steel rail.	Iron rail.	Gauge.
Bur., Cedar Rapids & Northern...	402.16	.....	402.16	81.12	486.28	79.50	822.66	4:8 $\frac{1}{2}$
Chicago, Clinton & West'n.	27.50	..... 0	27.50	.50	28.00	.....	27.50	4:8 $\frac{1}{2}$
Burlington & Southwestern	78.00	.....00	78.00	8.70	81.70	.....00	78.00	4:8 $\frac{1}{2}$
Central Railroad of Iowa.....	190.64	.....	190.64	19.82	209.98	18.10	172.54	4:8 $\frac{1}{2}$
Chicago, Burlington & Quincy†	822.22	200.68	522.90	98.88	621.78	202.19	820.71	4:8 $\frac{1}{2}$
Chicago, Milwaukee & St. Paul..	247.72	.....00	247.72	21.25	268.97	11.58	286.14	4:8 $\frac{1}{2}$
Sabula, Ackley & Dakota.	86.80	.....00	86.80	4.80	91.60	.....00	86.80	4:8 $\frac{1}{2}$
Chicago & Northwestern.....	8.50	416.75	425.25	60.00	485.25	221.92	203.88	4:8 $\frac{1}{2}$
Iowa Midland.....	68.80	.....	68.80	4.80	78.60	.....	68.00	4:8 $\frac{1}{2}$
Chicago, Rock Island & Pacific..	446.25	177.98	624.23	89.70	718.98	296.00	826.28	4:8 $\frac{1}{2}$
Chi., Clinton, Dubuque & Minn.	183.20	.....00	183.20	15.94	199.14	.....00	183.20	4:8 $\frac{1}{2}$
Davenport & Northwestern.....	160.65	.....00	160.65	8.55	169.20	.....	160.65	4:8 $\frac{1}{2}$
Des Moines & Fort Dodge.....	87.20	.....00	87.20	5.60	92.80	2.50	84.70	4:8 $\frac{1}{2}$
Dubuque Southwestern.	56.00	.....00	56.00	14.00	60.00	.....00	56.00	4:8 $\frac{1}{2}$
Grinnell & Montezuma.....	18.62	.....00	18.62	.50	14.12	.....00	18.62	4:8 $\frac{1}{2}$
Illinois Central .....	.....0	402.16	402.16	81.81	483.97	28.61	873.55	4:8 $\frac{1}{2}$
Iowa Ry., Coal & Manuf'g Co....	3.25	.....0	3.25	.80	4.05	.....00	3.25	4:8 $\frac{1}{2}$
K. C., St. Jo. & Council Bluffs....	53.83	.....00	53.83	6.00	59.83	85.00	18.83	4:8 $\frac{1}{2}$
Keokuk & Des Moines	162.20	.....00	162.20	15.08	177.28	4.20	158.00	4:8 $\frac{1}{2}$
Missouri, Iowa & Nebraska.	14.79	.....	14.79	.80	15.59	.....	14.79	4:8 $\frac{1}{2}$
Newton & Monroe.....	17.00	.....0	17.00	1.00	18.00	.....00	17.00	4:8 $\frac{1}{2}$
St. Louis, Ottumwa & C. Rapids.	43.30	.....	43.30	3.50	46.80	.....	43.30	4:8 $\frac{1}{2}$
Sioux City & Pacific.....	80.47	.....	80.47	8.87	89.34	.....	80.47	4:8 $\frac{1}{2}$
Sioux City & Pembina	12.90	5.70	18.60	.75	19.85	.....	18.00	4:8 $\frac{1}{2}$
Sioux City & St. Paul.....	57.25	.....00	57.25	8.49	60.74	1.94	55.81	4:8 $\frac{1}{2}$
Toledo & Northwestern.....	8.00	.....0	8.00	.40	8.40	.....0	8.00	4:8 $\frac{1}{2}$
NARROW-GAUGE.								
Burlington & Northwestern.....	23.00	.....00	23.00	.50	23.50	.....	23.00	3:00
Crooked Creek Ry. & Coal Co...	19.80	.....00	19.80	1.00	20.80	.....	19.80	3:00
Des Moines & Minneapolis.....	8.00	.....	8.00	1.50	9.50	.....	8.00	3:00
Iowa Eastern.....	56.73	.....00	56.73	3.85	60.58	.....	56.73	3:00
Waukon & Mississippi	19.10	.....00	19.10	1.60	20.70	.....	19.10	3:00
Totals	2,953.88	1,208.27	4,157.15	452.61	4,609.76	908.54	3,253.61	.....

*In this table, trackage simply leased is not included.

†Branches leased.

‡Sidings estimated.

TABLE IX.
BRIDGES AND CROSSINGS.

	BRIDGES.										CROSSINGS.				
	WOODEN.					IRON.					RAIL-ROADS.				
	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	At grade.	Over or under grade.	At grade.	Over track.	Under track.
RAILROADS.															
Burlington, Cedar Rapids & Northern	35	4,293	1	113	0	0	0	0	0	0	0	0	0	0	0
Chicago, Clinton & Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Burlington & Northwestern	0	1,740	0	0	0	0	0	0	0	0	0	0	0	0	0
Central Railroad of Iowa	30	3,296	0	0	0	0	0	0	0	0	0	0	0	0	0
Chicago, Burlington & Quincy	62	8,410	10	2,098	0	0	0	0	0	0	0	0	0	0	0
Chicago, Milwaukee & St. Paul	51	53,573	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabula, Ackley & Dakota	58	7,941	0	0	0	0	0	0	0	0	0	0	0	0	0
Chicago & Northwestern	59	12,828	30	6,548	8	676	415	119,100	13	2,554	0	0	0	0	0
Iowa Midland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chicago, Rock Island & Pacific	75	10,314	10	3,505	83	1,172	812	84,264	0	0	0	0	0	0	0
Chicago, Clinton, Dubuque & Minneapolis	82	5,811	0	0	245	8,748	327	32,887	0	0	0	0	0	0	0
Davenport & Northwestern	401	26,042	0	0	5	0	0	0	0	0	0	0	0	0	0
Des Moines & Fort Dodge	6	740	0	0	0	0	0	0	0	0	0	0	0	0	0
Dubuque Southwestern	43	2,558	0	0	0	0	0	0	0	0	0	0	0	0	0
Grinnell & Montezuma	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illinois Central	28	5,142	1	110	1	0	0	0	0	0	0	0	0	0	0
Iowa Railway, Coal & Manufacturing Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kansas City, St. Jo. & Council Bluffs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Keokuk & Des Moines	26	1,710	2	670	0	0	0	0	0	0	0	0	0	0	0
Missouri, Iowa & Nebraska	209	10,180	0	0	0	0	0	0	0	0	0	0	0	0	0
Newton & Monroe	1	146	0	0	0	0	0	0	0	0	0	0	0	0	0

* Estimated.

TABLE IX—CONTINUED.

BRIDGES.															CROSSINGS.																
WOODEN.			IRON.			STONE.			WOODEN TRUNDLE.			COMBINATION.			RAIL-ROADS.		HIGHWAY.														
Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	Number.	Aggregate length, feet.	At grade.	Over or under grade.	At grade.	Over track.	Under track.	BRIDGES.		At which are gates or flagmen.												
																	18 ft. above track.	Not 18 feet above track.													
9	1,282	0	0	0	0	0	0	0	0	0	7,580	0	8	0	80	1	0	1	0	0											
2	320	0	0	0	0	0	0	0	0	0	18,048	1	1	0	89	0	0	0	0	0											
5	640	0	0	0	0	0	0	0	0	0	1,796	0	0	0	7	0	0	0	0	0											
5	826	0	0	0	0	0	0	0	0	0	9,191	0	0	0	40	0	0	0	0	0											
4	52	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0											
NARROW-GAUGE.																															
0	0	0	0	0	0	0	0	0	0	0	540	0	0	0	18	0	1	0	0	0											
4	30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0											
37	2,448	0	0	0	0	0	0	0	0	0	170	0	1	0	55	0	0	0	0	0											
0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0											
0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0											
1,219	189,552	54	18,942	888	5,566	5,368	57,904	20	5,425	70	6,420	46	74	49	8	23															
Totals															1,219	189,552	54	18,942	888	5,566	5,368	57,904	20	5,425	70	6,420	46	74	49	8	23

• Estimated.

TABLE X.
STATIONS, PERSONS EMPLOYED, AND FENCING.

RAILROADS.	STATIONS.		EMPLOYES		FENCING.			
	Total.	In Iowa.	Total.	In Iowa.	Miles built.	Miles needed.	Cost per rod.	Total ex- pense for.
Burlington, Cedar Rapids & Northern...	69	67	1,282	1,265	374	476	\$1.00	\$119,680.00
Chicago, Clinton & Western	2	2	13	13	2	6	.....	.....
Burlington & Southwestern.....	29	12	.....	.....	.....	.....	.....	.....
Central Railroad of Iowa	80	80	514	514	132	246	.68	*2,504.00
Chicago, Burlington & Quincy.....	273	92	8,978	3,799	511	.....	1.10	*10,482.00
Chicago, Milwaukee & St. Paul.....	246	63	6,550	1,080	178	66	.60	1,152.00
Sabula, Ackley & Dakota	29	29	230	230	229	54	....70	604.45
Chicago & Northwestern.....	296	70	7,000	1,615	730	120	.....	.....
Iowa Midland.....	15	15	160	160	4	181	1.31	....1,467.20
Chicago, Rock Island & Pacific.....	166	97	5,508	2,028	1,100	45	.....	.....
Chicago, Clinton, Dubuque & Minnesota	27	25	485	475	70	.....	.....	.....
Davenport & Northwestern.....	29	29	.....	.....	53	263	.49	.....
Des Moines & Fort Dodge	13	13	136	136	4	167	.....	.....
Dubuque Southwestern.....	11	11	82	82	100	....00	....85	.....
Grinnell & Montezuma.....	2	2	9	9	4	22	1.00	.....
Illinois Central.....	59	59	883	884	198	.....	.....	.....
Iowa Railway, Coal & Manuf. Co.....	2	1	6	6	1	5	.....	.....
Kansas City, St. Jo & Council Bluffs.....	39	7	.....	† 140	31	22	.....	.....
Keokuk & Des Moines	30	30	579	579	152	173	.....	.....
Missouri, Iowa & Nebraska.....	18	4	108	10	1	28	.....	.....
Newton & Monroe.....	3	3	82	82	0	26	.....	.....
St. Louis, Ottumwa & Cedar Rapids.....	6	6	60	60	2	.....	1.06	.....700.00
Sioux City & Pacific.....	22	12	322	247	7	143	.....	.....
Sioux City & Pembina.....	13	4	120	17	1	83	1.00	820.00
Sioux City & St. Paul.....	15	8	.....	.....	1	110	1.00	820.00
Toledo & Northwestern	2	2	7	7	1	400	1.00	480.00
NARROW-GAUGE.								
Burlington & Northwestern.....	8	8	16	16	3	30	.....	.....
Crooked Creek Railway & Coal Co.	2	2	7	7	.....	16	.....	.....
Des Moines & Minnesota	14	14	80	80	1	110	.....	.....
Iowa Eastern	7	7	12	12	.....	33	.....	.....
Waukon & Mississippi.....	3	3	15	15	0	.....	.....	.....
Totals.....	1,480	727	83,190	13,513	3,897	2,788	.....	.....

* Evidently error.
† Estimated.

TABLE XI.

RAILROADS.	LOCOMOTIVES.				
	NO. WEIGHING MORE THAN			Total.	Equip'd with train brake.
	30 tons.	20 tons.	10 tons.		
Burlington, Cedar Rapids & Northern.....	16	21	.....0	37	28
Chicago, Clinton & Western.....	1	.....0	.....0	1	.....0
Burlington & Southwestern.....	.....	5	.....0	5	.....0
Central Railroad of Iowa.....	14	8	.....0	22	9
Chicago, Burlington & Quincy.....	110	16	.....0	126	123
Chicago, Milwaukee & St. Paul*.....	16	6	.....0	22	4
Sabula, Ackley & Dakota.....	.....0	8	.....0	8	8
Chicago & Northwestern.....	186	151	5	342	111
Iowa Midland.....	.....0	.....0	.....0	.....0	.....0
Chicago, Rock Island & Pacific.....	185	48	1	229	44
Chicago, Clinton, Dubuque & Minnesota.....	4	8	.....0	12	5
Davenport & Northwestern.....	5	8	.....0	8	.....0
Des Moines & Ft. Dodge.....	.....0	8	1	9	4
Dubuque Southwestern.....	.....	4	.....0	4	.....
Grinnell & Montezuma.....	.....0	.....0	1	1	.....
Illinois Central.....	38	16	.....0	52	4
Iowa Railway, Coal & Manufacturing Co.....	.....0	1	.....0	1	.....0
Kansas City, St. Jo. & Council Bluffs.....	11	20	.....0	31	14
Keokuk & Des Moines.....	11	6	1	18	6
Missouri, Iowa & Nebraska.....	5	.....0	.....0	5	.....0
Newton & Monroe.....	.....0	.....1	.....0	1	.....0
St. Louis, Ottumwa & Cedar Rapids.....	1	1	.....0	2	4
Sioux City & Pacific.....	2	11	.....0	13	3
Sioux City & St. Paul	5	8	.....0	13	4
Sioux City & Pembina.....	.....	4	.....0	4	.....0
Toledo & Northwestern.....	.....0	1	.....0	1	.....0
NARROW-GAUGE.					
Burlington & Northwestern.....	.....0	.....0	2	2	.....0
Crooked Creek Railway & Coal Co.....	.....0	.....0	1	1	.....0
Des Moines & Minneapolis.....	.....0	.....0	4	4	.....0
Iowa Eastern.....	.....0	.....0	1	1	.....0
Waukon & Mississippi.....	.....0	.....0	1	1	.....0
Totals.....	608	350	18	976	364

*Evidently proportioned for Iowa.

COMPILATION OF RETURNS.

97

EQUIPMENT.

CARS.									
Passenger cars.	Passenger cars with train brake.	Express and baggage cars.	Box freight cars.	Stock cars.	Platform cars.	Conductors' way-cars.	Other cars.	Total of cars.	Kind of brake used on passenger cars.
16	16	12	728	51	235	21	190	1,350	Westinghouse air brake.
0	0	0	0	0	0	0	0	0	Hand.
3	0	2	24	25	51	2	48	158	Hand.
9	9	8	815	30	229	15	2	619	Westinghouse.
116	116	63	5,218	359	1,925	176	787	8,663	Westinghouse.
12	6	6	400	30	55	14	0	529	Westinghouse.
4	4	8	100	50	25	3	0	185	Westinghouse.
178	173	67	4,473	604	3,032	140	422	9,353	Westinghouse.
0	0	0	0	0	0	0	0	0	
91	91	32	2,543	654	1,070	86	315	5,021	Westinghouse.
9	9	4	196	144	78	4	2	440	Westinghouse.
7	0	8	49	10	41	2	2	122	Hand.
6	0	2	78	18	62	3	0	173	Westinghouse.
2	0	2	37	0	33	2	19	95	Hand.
1	0	1	0	0	1	0	0	2	Hand.
21	14	15						1,085	Westinghouse.
6	0	0	0	0	0	1		1	Hand.
19	19	11	250	23	164	14	325	905	Westinghouse.
12	12	5	202	100	132	10	73	552	Westinghouse.
2	0	2	14	25	40	2	0	85	Hand.
0	0	1	2	0	10	0	0	13	Hand.
2	2	0	0	0	0	0	0	4	Westinghouse.
8	4	6	73	20	45	6	4	182	Westinghouse and hand.
10	7	4	285		93	0	42	440	Westinghouse and hand.
8	0	2	49	0	26	2	19	101	
1	0	0	0	0	0	0	0	1	Hand.
2	0	0	14	5	19	1		39	Hand.
0	0	1	0	2	28	0	0	31	Hand.
4	0	2	23	10	16	1	20	76	Hand.
1	0	2	15	8	7	0	0	33	Hand.
1	0	0	2	0	8	0	0	11	Hand.
545	498	254	15,095	2,157	7,479	606	2,270	29,057	

TABLE XII.

RAILROADS.	PASSENGER TRAINS.		
	Miles run.	Average no. of cars.	Average tons weight.
Burlington, Cedar Rapids & Northern	359,519	3	266
Chicago, Clinton & Western	113,515	2	.....
Burlington & Southwestern.	246,788	4	97
Central Railroad of Iowa .....	.....	.....	.....
Chicago, Burlington & Quincy	591,085	6	.....
Chicago, Milwaukee & St. Paul	81,652	.....	.....
Sabula, Ackley & Dakota	28,383	2	100
Chicago & Northwestern	2,511,642	4	112
Iowa Midland	43,284	4	112
Chicago, Rock Island & Pacific	1,396,587	5	150
Chicago, Clinton, Dubuque & Minnesota	157,754	.....	.....
Davenport & Northwestern	80,128	2	.....
Des Moines & Fort Dodge	54,522	2	.....
Dubuque Southwestern .....	.....	.....	.....
Grinnell & Montezuma .....	.....	4	126
Illinois Central	826,754	.....	.....
Iowa Railway, Coal & Manufacturing Company .....	.....	.....	.....
Kansas City, St. Jo. & Council Bluffs	78,435	4	115
Keokuk & Des Moines	207,897	3	90
Missouri, Iowa & Nebraska	53,210	2	.....
Newton & Monroe .....	.....	.....	.....
Saint Louis, Ottumwa & Cedar Rapids	35,291	2	93
Sioux City & Pacific	105,163	3	108
Sioux City & Pembina	38,498	2	68
Sioux City & St. Paul	94,600	5	120
Toledo & Northwestern .....	.....	.....	.....
NARROW-GAUGE.			
Burlington & Northwestern .....	.....	1	.....
Crooked Creek Railway & Coal Company .....	.....0	0	.....
Des Moines & Minneapolis	44,500	2	45
Iowa Eastern .....	.....	.....	.....
Waukon & Mississippi .....	.....	.....	.....
Totals	6,649,187	.....	.....

MILEAGE—TRAIN, PASSENGER, AND FREIGHT.

FREIGHT TRAINS			MIXED TRAINS	CONSTRUCT'N TRAINS.	Total mileage.	Number of passen- gers carried.	Number of passen- gers carried one mile.	Number of tons of freight carried.	Number of tons of freight carried one mile.
Miles run.	Average no. of cars.	Average tons weight.	Miles run.	Miles run.					
518,948	17	247	.....	179,256	1,057,723	287,634	9,037,369	1,000,526	54,048,609
.....
119,533	15	.....	.....	.....	233,048	.....	.....	.....	.....
312,434	16	176	.....	69,000	628,222	193,094	5,765,672	300,721	26,220,283
2,152,762	15	.....	.....	.....	*2,743,847	.....	.....	.....	.....
399,576	.....	.....	135,795	36,689	*653,712	1,307,753	62,110,479	2,054,590	352,313,393
48,224	15	163	.....0	12,370	88,982	18,290	334,904	55,746	1,897,242
5,673,949	20	220	10,173	284,148	8,479,914	3,201,529	108,275,710	.....	† 597,575,038
44,935	20	220	.....	3,647	91,846	76,049	1,158,226	99,614	2,033,397
4,533,266	18	220	.....	557,817	6,487,670	1,547,814	61,270,208	1,768,118	857,259,086
133,338	.....	.....	22,500	58,725	372,317	87,572	3,963,083	235,853	14,577,349
80,128	.....	.....	27,231	.....	187,487	81,582	.....	77,043	.....
57,142	.....	.....	.....	15,003	126,667	45,616	1,396,807	66,945	2,424,257
.....	.....	.....	.....	.....	66,500	53,598	.....	33,851	.....
787,885	12	177	242,002	131,691	1,488,335	308,680	15,259,812	474,747	60,919,380
.....	.....	.....	.....	.....0	.....	.....	.....	.....	.....
74,396	18	214	.....0	91,250	244,081	.....	.....	.....	.....
194,564	13	136	.....	.....	402,461	157,078	5,486,556	202,985	16,396,424
53,210	12	.....	10,500	2,700	119,620	.....	.....	.....	.....
.....	.....5	.....70	20,463	.....	20,168	11,454	150,674	30,475	186,886
39,540	10	160	.....	.....	74,831	30,288	743,494	79,363	2,824,248
48,617	11	150	8,535	3,430	164,745	49,177	2,098,782	83,302	6,109,671
423,208	15	176	.....	.....	461,706	.....	885,217	66,413	3,256,525
136,400	17	212	.....	.....	231,060	44,463	2,223,002	152,323	15,781,914
.....	.....	.....	9,000	.....	9, 00	.....	.....	.....	.....
.....	.....	.....	23,976	.....	23,976	8,592	138,731	5,501	171,208
9,984	.....	.....	.....	.....	9,984	1,468	5,592	6,069	48,552
29,500	.....	.....	.....	.....	74,000	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	10,123	.....
.....
15,871,538	.....	.....	510,180	1,445,729	24,543,199	7,511,770	280,274,228	6,804,338	1,514,083,462

* In Iowa.

† Whole lines.

TABLE XIII.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.
Burlington, Cedar Rapids & Northern.....	279,272	45,424	18,985	85,815
Chicago, Clinton & Western.....	.....	.....	.....	.....
Burlington & Southwestern.....	.....	.....	.....	.....
Central Railroad of Iowa.....	82,231	1,991	.....	20,425
Chicago, Burlington & Quincy.....	97,914	4,734	2,646	11,886
Chicago, Milwaukee & St. Paul.....	759,251	233,447	82,007	74,607
Sabula, Ackley & Dakota.....	11,875	178	524	10,658
Chicago & Northwestern.....	.....	.....	.....	.....
Iowa Midland.....	.....	.....	.....	.....
Chicago, Rock Island & Pacific.....	422,285	19,429	20,226	181,871
Chicago, Clinton, Dubuque & Minnesota.....	29,202	4,067	1,689	5,265
Davenport & Northwestern.....	.....	.....	.....	.....
Des Moines & Fort Dodge.....	26,269	231	24	11,213
Dubuque Southwestern.....	4,354	208	515	4,675
Grinnell & Montezuma.....	.....	.....	.....	.....
Illinois Central.....	152,420	12,609	2,882	49,118
Iowa Railway, Coal & Manufacturing Company.....	.....	.....	.....	.....
Kansas City, St. Jo. & Council Bluffs.....	.....	.....	.....	.....
Keokuk & Des Moines.....	64,396	1,178	3,509	20,875
Missouri, Iowa & Nebraska.....	.....	.....	.....	.....
Newton & Monroe.....	2,417	85	00	968
St. Louis, Ottumwa & Cedar Rapids.....	.....	.....	.....	.....
Sioux City & Pacific.....	29,482	702	358	7,575
Sioux City & Pembina.....	83,798	1,260	759	1,679
Sioux City & St. Paul.....	56,613	1,454	2,266	1,569
Toledo & Northwestern.....	.....	.....	.....	.....
NARROW-GAUGE.				
Burlington & Northwestern.....	.....	.....	.....	.....
Crooked Creek Railway & Coal Company.....	.....	.....	.....	.....
Des Moines & Minneapolis.....	.....	.....	.....	.....
Iowa Eastern.....	4,610	690	908	940
Waukon & Mississippi.....	.....	.....	.....	.....
Totals.....	2,062,839	827,987	86,778	488,154

TONNAGE CLASSIFIED.

Other agricul- tural products.	Lumber and for- est products.	Coal.	Plaster.	Salt.	Railroad iron and steel rails.	Stone and brick.	Manufactures.	Merchandise and other articles.	Total.
3,085	94,786	85,178	.....	18,794	4,292	.....	48,438	61,715	721,754
.....
.....	25,421	123,385	1,650	1,837	.....	4,774	.....	83,027	800,721
.....	70,613	181,909	.....	.....	7,623	12,124	9,237	88,241	*1,890,387
29,239	847,187	91,517	.....0	20,757	37,725	41,838	30,812	856,202	2,054,590
48	8,030	15,456	77	504	218	2,802	442	4,939	55,746
.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	99,614
19,918	263,901	251,887	19,986	27,896	83,559	36,657	21,672	449,336	†1,768,118
3,226	43,710	12,160	.....	7,984	.....	.....	.....	128,550	235,853
.....
1,920	8,008	11,167	1,092	656	.....	335	820	5,800	66,945
.....
126	6,210	679	27	336	55	14,427	432	1,629	83,851
.....
5,485	83,591	62,161	.....	6,024	54	.....	4,832	96,111	474,747
.....
.....
9,485	21,824	29,729	.....	1,783	.....	5,873	.....	33,848	191,750
.....
37	746	25,620	.....0	68	.....0	93	.....0	420	30,475
.....
1,541	34,337	3,289	488	2,110	2,811	870	3,085	21,992	108,599
337	13,189	1,629	76	483	20	913	1,799	9,972	65,418
.....	60,732	5,474	.....	.....	.....	.....	.....	24,215	152,323
.....
.....
120	.....	5,640	.....	.....	.....	.....	.....	103	5,963
.....
78	1,645	56	12	443	.....	.....	92	649	10,123
.....
74,600	1,063,910	856,416	23,408	84,180	86,357	120,706	116,661	1,316,249	7,766,868

* 903,450 tons inter-state business.

† Whole line.

TABLE XV.
ACCIDENTS TO PERSONS.

||
||
||

REPORT
OF THE
COMPANIES.
FOR THE YEAR ENDING JUNE 30, 1878.

REPORT

OF THE

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association, common.....	\$10,000,000.00
Par value of shares.....	\$100.00
Capital stock authorized by vote of company. [Number of shares, 55,000.]	
Capital stock issued, [number of shares, 55,000,] amount paid in,	5,500,000.00
Total amount paid in as per books of the company	5,500,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, also rolling stock, stations, buildings, fixtures, and all other property, including investments in stocks and bonds of other corporations.....	6,500,000.00
---	--------------

The property will probably earn interest (6 per cent.) at legal rate upon the sum stated. The road and appurtenances were purchased under foreclosure of mortgage, June 22d, 1876, and the capital stock above stated was issued to represent it.

DEBT.

Funded debt as follows:

First mortgage bonds, (due June 1, 1906, bear interest at five per cent., which is payable June 1 and December 1,) amount....	\$ 6,500,000.00
Total amount of funded debt.....	6,650,000.00
Unfunded debt incurred for construction, equipment, for real estate, or in any other manner, and how? See general balance sheet.	
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same: Minneapolis and St. Louis Railway Co., 7 per cent. interest, payable June and December...	150,000.00

In consideration therefor, we have a perpetual lease of 12½ miles of railway (a part of the main line operated) extending from the Iowa line to Albert Lea, all in Freeborn county, Minnesota.

COST OF ROAD AND EQUIPMENT.

This railway and appurtenances were purchased under foreclosure of mortgage and sale, June 22d, 1876, by the purchasing committee, appointed by the bondholders of the Burlington, Cedar Rapids & Minnesota Railway Company, for \$170,000, subject to plan of reorganization agreed on by a legal majority of said company's bonds. The bonded debt of said B. C. R. & M. Railway Company being thereby scaled from \$10,400,000 7 per cent. gold bonds to \$6,500,000 5 per cent. currency bonds. Four years unpaid accrued interest on the old bonds was waived by the owners.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line—extension or alteration of road.....	\$ 93,644.20
Branches—extension or alteration of road, specifying each: Pa- cific Division.....	133,551.66
Equipment.....	92,899.25
Machine-shops, machinery, and tools.....	8,591.66
New fences.....	13,028.63
Any other expenditures charged to property account, specifying same, new bridges and masonry, filling grounds, new sid- ings, water-tanks, and wells, and other improvements.....	39,967.93
Total.....	\$ 381,683.33

State the policy pursued by your Company in regard to permanent improve-
ment and repairs, such as replacing iron rails with steel, wooden bridges
and culverts with iron and stone, reducing grades and ballasting track.
Are the cost of these improvements charged to repairs or construction,
and the reasons therefor?

The Company is now replacing worn out rails with steel, weighing 52 lbs. per
yard. Truss bridges are replaced with new Howe Truss or Combination
truss spans. We are ballasting with gravel and sand. Trestles are re-
newed or replaced with oak piling, with pine superstructure. All the
foregoing items are charged to maintenance of way. New masonry and
new fencing are charged to improvement account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, MAILS, AND EXPRESS.

	PASSENGERS	FREIGHT.	MAILS.	EXPRESS.
July, 1877.....	\$23,433.11	\$46,265.05	\$1,995.01	\$1,615.99
August, 1877.....	27,063.16	82,889.65	2,071.80	1,600.83
September, 1877.....	38,150.67	152,639.64	1,918.42	1,517.17
October, 1877.....	29,411.29	138,262.40	2,177.24	1,681.87
November, 1877.....	23,991.16	111,531.61	2,096.63	1,365.85
December, 1877.....	25,808.37	100,275.21	2,096.64	1,373.84
January, 1878.....	23,165.09	138,691.60	2,225.16	1,329.68
February, 1878.....	21,881.71	122,268.27	1,841.56	1,204.16
March, 1878.....	26,988.66	94,751.07	2,071.77	1,329.68
April, 1878.....	23,129.49	88,982.99	1,918.42	1,246.02
May, 1878.....	22,294.88	113,793.46	2,071.80	1,329.68
June, 1878.....	23,607.25	74,124.77	1,995.01	1,287.84
Totals.....	\$308,924.84	\$1,264,475.72	\$24,479.46	\$16,882.61

Recapitulation of Earnings.

Receipts from all passengers.....	\$308,924.84
Receipts for express	16,882.61
Receipts for mails	24,479.46
Total receipts from passenger trains.....	\$350,286.91
Receipts from passenger trains, per train mile run [359,519 miles]: \$0.97.	
Total receipts from freight trains.....	\$1,264,475.72
Receipts from freight trains, per train mile run [518,948 miles]: \$2.43.	
Total earnings.....	\$1,614,762.63
Proportion for Iowa.....	[\$1,565,598.47]
Earnings per mile of road operated [425.9 miles]...	3,790.52
Per train mile, for passenger, freight, and mixed trains [878,467 miles]: \$1.83.	
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?	No.

Receipts other than Earnings.

Receipts from other roads (balances)	\$ 5,307.18
Receipts from rent of lots.....	5,945.34
Receipts from sale of real estate.....	1,236.00
Receipts from coupon and interest account	26,176.12
Receipts from all other sources, specifying same, (miscellaneous)	24,711.64
	\$ 66,376.28
Total receipts for the year.....	1,691,138.91

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses.)

Repairs of track—labor, and ballast.....	\$ 140,365.20
Repairs of track—supplies (exclusive of new rails).....	110,202.94
Repairs of bridges—labor and supplies.	42,686.47
Repairs of buildings—stations and water-tanks, etc.....	237.42
Repairs of telegraph.....	1,555.15
Repairs and additions to machine-shops, and machinery, cars, and tools.....	2,200.17
Tools for road-work.....	4,234.41
Road crossings, signs, and fences, etc.....	6,398.68
New rails, deducting old rails sold.....	85,337.25
Removing ice and snow.....	465.40
All other expenditures chargeable to this account.....	15,539.07
Total.....	\$ 409,222.16

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor.....	20,503.25
Repairs of passenger locomotives—supplies.....	30,597.05
Repairs of freight locomotives—labor.....	40,271.95
Repairs of freight locomotives—supplies.....	61,119.90
Repairs of passenger, baggage, mail, and express cars.....	15,566.55
Repairs of freight cars—labor and supplies.....	83,516.52
Repairs of machinery and tools—labor and supplies.....	11,559.55
All other expenditures chargeable to this account.....	11,144.17
Total.....	\$ 274,278.94

Class 3.—Conducting Transportation.

Fuel and lights.....	4,043.57
Oil and waste.....	7,629.95
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks.....	174,144.60
Miscellaneous train and station expenses.....	21,124.41
Water supply.....	3,818.22
Telegraph operation and expenses.....	10,371.76
Loss and damage of goods.....	1,441.13
Injuries to persons.....	4,951.34
Damage for stock killed.....	12,998.35
Damages to property, including damages by fire.....	929.70
Hire of cars and mileage.....	4,447.85
All other expenses chargeable to this account.....	2,169.28
Total.....	\$ 248,073.26

Class 4.—General Expenses.

Salaries of the general officers of the company.....	40,408.82
General office expenses, including clerk-hire, rent, fuel, lights, etc.....	19,495.71
Insurance.....	2,000.00
Taxes in Iowa.....	39,314.41
Advertising.....	4,052.33
Printing and stationery.....	10,636.40
All other expenditures chargeable to this account.....	6,969.54
Total.....	\$ 122,877.21

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$1,054,451.57
Proportion for Iowa.....	\$1,023,438.32
Per mile of road operated.....	2,481.06
Per train mile for passenger, freight, and mixed trains, 878,467 miles, \$1.20.	
Expense of running and management of passenger trains.....	132,071.96
Expense of running and management of passenger trains, per train mile, say.....	.36
Expense of running and management of freight trains.....	241,273.50
Expense of running and management of freight trains per mile, say.....	.46
Percentage of expenses to earnings, entire line, say \$0.65.	
Net earnings per train mile, 878,467 miles, \$0.63.	

GENERAL RECAPITULATION.

Total earnings.....	1,614,762.63
Total operating expenses	1,054,451.57
Net earnings—earnings above operating expenses.....	560,311.06
Total receipts above operating expenses.....	\$626,687.97

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year ..	335,709.99
Total interest liability for the year.....	335,709.99
Receipts above operating expenses and interest.....	290,977.35
Amount paid during the year for permanent improvements, and charged to cost of road	381,683.33
Amount paid during the year for permanent improvements and charged to operating expenses.....	.....
Other expenditures. See balance sheet.....	27,854.79
Dividends declared, ——— per cent for the year, amount.....	None.
Constr., Imp., and equip., '77, { Both incl'd in gen. }	\$250,302.61
Less net income, 1877 { balance sheet }	221,481.28
Deficit for the year	\$147,382.10
Total deficit.....	\$147,382.10

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

<i>Cost of consolidated road, equipment, and property.....</i>	\$11,495,800.00
<i>Cost of 12½ miles of railroad in Minnesota.....</i>	150,000.00
<i>New Construction and Extensions—</i>	
Amount expended to June 30, 1877	\$ 60,773.96
Amt. expended for year ending June 30, 1878...	227,195.86
<i>New Equipment—</i>	
Amount expended to June 30, 1877.....	19,526.29
Amt. expended for year ending June 30, 1878...	92,899.25
<i>Improvement of Property—</i>	
Amount expended to June 30, 1877	170,002.36
Amt. expended for year ending June 30, 1878...	61,588.22
<i>Other Expenditures—</i>	
On account B., C. R. & M. R. W. Co., reorganization, etc...	27,854.79
Coupon and other interest paid.....	335,709.99
<i>General Assets—</i>	
Burlington, Cedar Rapids & Northern bonds in possession of Company	504,200.00
Burlington, Cedar Rapids & Northern stock not issued....	4,500,000.00
Total	\$17,645,550.72

CR.

<i>Capital Stock</i> —	\$ 10,000,000.00	
<i>Funded Debt</i> —Burlington, Cedar Rapids & Northern, currency bonds.....	6,500,000.00	
Minneapolis & St. Louis Railway. Gold bonds guaranteed by B., C. R. & N. Ry. Co.....	150,000.00	
<i>Unfunded Debt</i> —Current bills, pay-rolls, and accounts	\$134,274.07	
Bills payable	129,028.23	
Loan account.....	130,000.00	
	<u>\$393,302.30</u>	
Less amount of track material included in above amounts and of material on hand, in store, and in shops.....	179,386.17	213,916.13
Less, Due from sundry railway companies..\$	8,138.56	
Due from express companies	1,150.00	
Due from United States Government..	5,985.16	
Due from station agents.....	19,748.05	
Due from sundry individuals	4,668.65	
Due from bills receivable.....	14,288.79	
Cash on hand.....	12,279.82	66,534.03
	<u>147,382.10</u>	
<i>Income Account</i> —Balance, June 30, 1877.		
Net income.....	\$221,481.28	
Net earnings for year ending June 30, 1878.....	560,311.06	
Coupon and other interest.....	29,176.12	
Lease and sale of lots.....	7,181.34	
Coupon ticket balances.....	3,555.75	
Car mileage	1,751.43	
Miscellaneous resources, \$18,523.02; outstanding bond acc't, \$6,188.62	24,711.64	849,168.62
	<u>\$17,645,550.72</u>	

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Burlington to Wapello, October, 1869.

From Burlington to West Branch, November, 1870.

From Burlington to Nora Junction, October, 1871.

From Burlington to Plymouth, January, 1872.

From Postville to Oelwein, January, 1872.

From Vinton to Traer, November, 1873.

From Muscatine to Riverside, and Linn to Postville, Nov., 1873.

Road as now operated to November, 1877.....

* Length of main line of road completed, from Burlington to Albert Lea, Minnesota	+ 241.66
Length of main line of road completed in Iowa.....	229.10
Branches owned by company, viz.:	
Milwaukee Division—Linn to Postville, length	94.14
Pacific Division—Vinton to Holland, length	48.13
Muscatine Division—Muscatine to Riverside, length.....	30.90
Total length of branches owned by company.....	173.17
Total length of branches owned by company in Iowa.....	173.17

* Eleven miles of track from Manly Junction to Northwood owned by Central Railroad of Iowa, and not included.

† Length in all cases given in miles and decimals.

RETURNS OF COMPANIES.

113

Total length of road belonging to this company	414.83
Aggregate length of sidings and other tracks not above enumerated.....	35.29
Same in Iowa.....	34.12
Aggregate length of tracks belonging to this company computed as single track	450.12
Same in Iowa	436.39
Gauge of track.....	4 feet, 8½ inches.
Total length of tracks belonging to this company laid with steel rails..... [Weights per yard, 52 pounds.]	79.50
Total length of tracks belonging to this company laid with iron rails, including side tracks..... [Weights per yard, 50, 52, and 56 pounds.]	370.62
Name, description, and length of each road belonging to other companies, operated by this company, under lease or contract: We use eleven miles of the Central R. R. of Iowa, under a running contract.	
Wooden bridges, number of, 35; aggregate length, feet.....	4,263
Combination bridges, number of, 6; aggregate length, feet.....	1,771
Iron bridges, number of, 1; aggregate length, feet.....	113
Wooden trestles, number of, 565; aggregate length, feet.....	33,089
Culverts: Too many to enumerate conveniently; nearly all small, wooden box culverts.	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	L'gth. Feet.	WHEN BUILT.
No. 6, south of Latty.....	Wooden Girder.....	Wood	48	July, 1877
No. 8, south of Latty.....	Wooden Girder.....	Wood.....	48	July, 1877
No. 9, south of Latty.....	Wooden Girder.....	Wood.....	48	July, 1877
No. 91, south of Elgin.....	Howe Truss.....	Wood.....	80	Oct., 1877
No. 82, south of Brainard.....	A Truss.....	Wood.....	55.5	March, 1878
No. 92, south of Elgin.....	Howe Truss.....	Wood.....	80	March, 1878
No. 90, south of Elgin	A Truss.....	Wood.....	55.5	April, 1878
No. 2, north of Burlington.....	Fink Combination	Iron and wood	150.5	April, 1878
No. 52, north of Columbus Junc.	Fink Combination	Iron and wood	150.5	May, 1878
No. 119, south of Cedar Rapids...	Fink Combination	Iron and wood	177.4	June, 1878

What railroads cross your road at grade in this state, and at what locality ?
Chicago & Southwestern R. R. at Columbus Junction.
Muscatine Division of B., C. R. & N. R. R. at Nichols.
Chicago, Rock Island & Pacific R. R. at West Liberty.
Illinois Central R. R. at Cedar Falls
Chicago, Milwaukee & St. Paul (Algona Branch) R. R. at Nora Junction.
Chicago, Milwaukee & St. Paul (Mason City Branch) R. R. at Plymouth.
Illinois Central R. R. at Independence.

What railroads cross your road either over or under your grade in this state, and where?..... None.

Number of crossings of highways at grade in this state without protection..... 506

Number of crossings of highways at grade in this state at which there are gates or flagmen..... None.

Number of crossings of highways over railroad..... 2

Number of crossings of highways under railroad..... 1

Number of highway bridges 18 feet above track..... 1

Number of highway bridges less than 18 feet above track..... 1

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Rule 23: "All trains must come to a full stop four hundred feet from all crossings, at grade, of other railroads, and will not proceed until the conductor is satisfied that the track is clear." If the rule is obeyed, and due caution observed, it is believed to be sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One long and two short sounds of the whistle and ringing the bell 80 rods before reaching a public highway, continuing the ringing until it is crossed. These precautions are ample if the traveling public heed the warning signs. No signals should be given. The public, then warned by the crossing signs, would be on the lookout. Accidents would be less likely to happen.

Number of stations.....	69
Same in Iowa.....	67
Number of persons regularly employed on all roads operated by the company, including officials, approximated.....	1,282
Same in Iowa, say.....	1,261
How many miles of fencing have you on your road in Iowa?	
Single fence.....	374.30
How many miles of fencing have you built during the year?	
Single fence	45.10
What was the average cost per rod? About.....	\$1.00
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles :	

8.110 miles.....in Des Moines county.	8.679 miles.....in Louisa county.
38.300 miles.....in Muscatine county.	2.495 miles.....in Cedar county.
15.953 miles. in Johnson county.	21.889 miles.....in Linn county.
59.269 miles..... in Benton county.	33.550 miles.....in Butler county.
28.000 miles.....in Black Hawk county.	30.035 miles.....in Floyd county.
18.333 miles....in Cerro Gordo county.	33.380 miles.....in Worth county.
18.718 miles.....in Grundy county.	23.481 miles.....in Tama county.
7.960 miles....in Washington county.	54.318 miles.....in Buchanan county.
73.348 miles.....in Fayette county.	2.284 miles....in Winneshiek county.

Aggregate amount, 476.052 miles. Single fence.

ROLLING STOCK.

	TONS.
* Number of locomotives of more than 30 tons weight, exclusive of tender.....	16
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21
Number of passenger cars, 8-wheel.....	16
Number of express, baggage, and mail cars.....	12
Number of box freight cars.....	728
Number of stock-cars	51
Number of platform-cars and coal-cars.....	295
Number of conductors' way-cars.....	21
Other cars as follows: 87 hand-cars; 100 push-cars; 3 iron-trucks; 1 sleeping-car; also, 1 wrecking train consisting of derrick-car, tool-car, and way-car; 3 snow-plows; 1 bridge building train consisting of pile-driver, derrick, and way-cars.....	197
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 50 to 57 tons (with tender).....	180
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 30 tons.....	6

* Give the weight of heaviest locomotives in use. 70,000 pounds fired up.

RETURNS OF COMPANIES.

115

Number of locomotives equipped with train brake.....	10
Number of locomotives equipped with Salisbury's steam brake..	26
Number of passenger-cars equipped with train brake.....	16
Number of baggage-cars equipped with train brake	12
What kind of train brake is in use on your road? Westing-house air-brake.	
Number of passenger-cars with Miller platform and buffer.....	16
Number of baggage cars with Miller platform and buffer.....	12
Number of passenger-cars with any other platform and buffer...	None.

TELEGRAPHS.

Miles of telegraph on line operated by company.....	425.37
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	60
Number of telegraph stations operated by company.....	9
Number of telegraph stations operated jointly by rail and telegraph companies.....	51

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..	359,519
Miles run by freight trains.....	518,948
<hr/>	
Total mileage of passenger, freight, and mixed trains..	878,467
Miles run by construction and other trains.....	179,256
<hr/>	
Total train miles run.....	1,057,723
Total number of passengers carried.....	287,634
Total passenger mileage, or passengers carried one mile.....	9,097,369
Average amount received from each passenger.....	\$1.07
Average distance traveled by each passenger.....	31.62
Total tons of freight carried (paying freight and company (free) freight).....	1,000,526.62
Total freight mileage, or tons carried one mile.....	54,048,609.85
Highest rate of fare per mile, for any distance.....	3.5
Average rate of fare per mile for all passengers.....	3.39
Average rate received per mile, per ton, for all freight carried.....	2.34
Average number of cars in passenger trains, including baggage cars.	3.20
Average number of cars in freight trains	16.55
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	266 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	247 tons.
Rate of speed of passenger and express trains, including stops.....	22 miles.
Rate of speed of freight trains, including stops.....	10 miles.

TONNAGE OF ARTICLES TRANSPORTED.	TONS.	PER CENT.
Grain.....	279,271.95	39
Flour.....	45,423.82	6
Provisions (beef, pork, lard, etc.).....	18,985.39	3
Animals.....	85,315.42	12
Agricultural implements.....	3,085.27	.....
Lumber and forest products.....	94,765.80	13
Coal.....	85,177.70	12
Bran and mill-stuffs.....	9,440.01	1
Salt.....	13,793.99	2
Railroad iron—iron and steel rails.....	4,292.99	1
Ice.....	15,191.94	2
Manufactures—articles shipped from point of production, household goods and sundries.....	43,438.29	6
Merchandise and other articles, not enumerated above.....	23,572.05	3
Total tons carried (paying freight)	721,753.92	100
(Company or free freight).....	278,772.70	
Total.....	1,000,526.62	

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American Express Company. Our company receives \$40 a day, allowing a maximum of 2,500 pounds of express matter; for all in excess of that amount double first-class freight rates are charged. It rarely happens, however, that there is any excess. The freights are taken on the cars by the agents of the express company.

What freight and transportation companies run on your road? None.

What amount have you paid other corporations, car loaning companies, [stock companies,] or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

We paid to Oliver Adams, agent, during the year, as part of the rental purchase money for 200 box-cars leased of him for purchase. Payment is made by monthly installments, running until 1882, when the cars will become the property of the company. \$27,866.00

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman Palace Car Company's sleepers run on this road, and passengers pay that company their regular tariff rates in addition to regular passenger fares.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Pullman Palace Car Company, \$1,223.64. This company pays the Pullman Company mileage of three cents per mile per car, and pays all ordinary running expenses, such as fuel, and lights, oil, and waste, ice, etc. When the income of the Pullman Company is more than \$625 per car per month, mileage payments cease, and that company will pay ordinary running expenses.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? During the year ending June 30, 1878, the government paid the company \$24,479.46, for carrying United States mails. Local mails are taken and delivered by this company at all post-offices within one-fourth of one mile from its depot.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. This company has had no grant.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. During the year about \$20,000 in tax aid, voted in 1876 for building a road in Grundy county, was assigned to other parties, and individual donation notes, to the amount of say \$40,000, were received and also assigned.

ACCIDENTS TO PERSONS IN IOWA.

DATE. 1877.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
July 13....	— Baugh.....	Infant 18 months....	Three miles west of Nichols	Right arm cut off....	The child, in company with another 2½ years old, ran on road-crossing in front of train; did not heed signals, and was run over.....
Aug. 11....	C. All.....	Section foreman....	Near Platt creek....	Slight leg bruises....	Dump-car jumped track and threw him off. He kept at work.....
Sept. 20....	John Page.....	.....	Near Wapello.....	Killed.....	Was found dead on track. Coroner's jury found that he was killed by trying to get on a train in motion. His fault.....
Sept. 28....	A. K. Caldwell....	Brakeman.....	Maynard.....	Left hand forefinger pinched.....	Coupling care—finger was amputated. Cause—want of proper care.....
Oct. 8.....	J. M. Pauley.....	Section laborer.....	Near Vinton.....	Collar-bone broken....	Was dumping earth from dump-car. A bar was caught in the rebound of dumping board and struck his shoulder. He was not to blame.....
Oct. 8.....	John Sherry.....	Bridge carpenter....	Elgin.....	Concussion of brain. Died.....	In removing the false work on a newly built bridge a plank fell and struck him on the head. He ought not to have been underneath.....
Nov. 11....	Fred. Trussell....	Brakeman.....	Solon.....	Killed.....	Fell from train at night. No one saw him, but he left his lantern, and is supposed to have fallen between cars.....
Nov. 28....	W. H. Johnson....	Citizen.....	West Liberty.....	Killed.....	Was 85 years old and deaf. Was walking on track and did not heed signals.....
Dec. 7.....	Jno. McNamara...	Switchman.....	Cedar Rapids.....	Foot crushed.....	Caught foot in a frog. Fell down and was run over. Injury not serious.....
Dec. 20.... 1878.	— Trimble.....	Boy.....	Cedar Falls.....	Foot crushed.....	Attempted to board a moving train. His fault.....
Jan. 11....	Albert E. Leslie...	Passenger.....	Near Elmira.....	Collar-bone broken....	Derailment. Rail turned over and train left track, turning one passenger coach over on its side. None of the injuries reported have resulted seriously. The track was in ordinarily good condition.
Jan. 11....	Wm. Highsmith...	Passenger.....	Near Elmira.....	Slight cut in head....	
Jan. 11....	Mrs. Joe. Briger...	Passenger.....	Near Elmira.....	Slight bruises.....	
Jan. 11....	4 Briger children	Passenger.....	Near Elmira.....	Slight bruises.....	
Jan. 11....	Jas. A. Pailthi....	Passenger.....	Near Elmira.....	Cut in back of head..	
Jan. 11....	Isabel Bebout....	Passenger.....	Near Elmira.....	Hurt in back.....	
Jan. 11....	John D. Nichols...	Passenger.....	Near Elmira.....	Cuts on left arm and hand.....	
Jan. 11....	Anna Yarek.....	Passenger.....	Near Elmira.....	Small bone in left arm broken.....	
Jan. 11....	Andrew Lee-body	Passenger.....	Near Elmira.....	Claimed hurt in shoulder and back....	
Jan. 11....	R. N. Buck.....	Passenger.....	Near Elmira.....	Claimed to have breast-bone broken....	
Jan. 14....	V. L. Nicholson...	Bridge carpenter....	Bridge No. 28, near Morse	Rib broken.....	Slipped on cap and fell across

Jan. 19...	James Howe...	Brakeman...	Waterloo...	Left leg broken...	Went in to couple cars in motion, slipped and fell, and was run over. His leg had to be amputated. Did not exercise proper care. The cars were in good order. Was found dead on track. Whether killed in attempting to climb on train, or fell asleep on track, is unknown.
March 7...	Edward Downer	Citizen	Near Sperry	Killed	Was helping stock men load stock and was thrown down by car they were pushing and broke his right arm.
March 23	Jas. Doyle...	Citizen	Cedar Falls	Arm broken.	Way car tipped over.
April 11...	M. Fitzibbons...	Laborer	Nichols	Hurt in back	Sitting in front of car. Attempted to get up, slipped and fell, and was run over.
April 18...	A. Wilber...	Section laborer	Traer	Left collarbone broken	Slipped getting on car.
May 6...	Chas. Clement...	Train laborer	Near West Branch	Foot crushed	Kicked by a horse, loading stock.
May 15...	W. Highsmith...	Brakeman	Cedar Falls	Hand mangled	Trying to jump on a train.
May 16...	J. Corning...	Town boy	Cedar Falls	Foot bruised	Got scared and jumped off the train.
May 17...	E. C. Howard...	Train laborer	Waterloo	Broken leg	Caught his foot in rail and was run over.
May 22...	O. E. Capen...	Conductor	Waterloo	Heel bruised	Put his hand on rail examining car and it was run over.
May 12...	J. Green...	Section foreman	La Porte	Hand mangled	Got ran in front of hand-car, threw him off, and car run over his foot.
May 23...	Jas. Kroeger...	Section laborer	Morrison	Foot crushed	Hand-car of another gang ran into the one he was on, threw him off and both cars passed over him.
June 8...	W. H. Potter...	Section foreman	Maynard	Badly bruised	Stepped on a lump of coal at coal shed; it turned over and he fell to the ground, some 14 feet.
June 10...	J'mn Patroneka	Shop laborer	Cedar Rapids	Broken rib	Got in the way loading plies.
June 12	Dennis Hurley	Section laborer	Clearmont	Shin bruised	Breaking up old iron, a piece flew off and struck him in the eye.
June 22...	Wertzel Kuba...	Helper, Babop...	Cedar Rapids	Loss of eye	

RECAPITULATION OF ACCIDENTS.

Killed—Passengers	0	
Employees from misconduct or want of cau- tion.....	2	.....
Others—trespassing on track, etc.....	3	Total killed.... 5
Injured--Passengers—from causes beyond their control	13	
Employees—from causes beyond their con- trol	8	...
from misconduct or want of caution.....	10	18
Others—at stations and highway crossings ...	4	Total injured..35

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your Company has adopted any plan for preventing such accidents? No accidents from this cause. We are putting in a wedge-shaped piece of wood in many cases. Our standard frogs have cast-steel fillings.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Fred Taylor, New York city.
Vice-President, E. F. Winslow, Cedar Rapids, Iowa.
Secretary, W. D. Walker, Cedar Rapids, Iowa.
Treasurer, Alex. Taylor, New York city.
Assistant Treasurer, C. Stickney, Cedar Rapids, Iowa.
General Manager, E. F. Winslow, Cedar Rapids, Iowa.
General Superintendent, C. J. Ives, Cedar Rapids, Iowa.
Assistant Superintendent, George S. Winslow. [Thrown from engine 15, August 2, 1878, near Cedar Valley, and died from injuries received.]
Division Superintendents, none.
Chief Engineer, Wm. P. Clark, Cedar Rapids, Iowa.
Superintendent of Telegraph, John C. Fox, Cedar Rapids, Iowa.
Auditor, J. C. Broeksmit, Cedar Rapids, Iowa.
General Passenger Agent (assistant), B. F. Mills, Cedar Rapids, Iowa.
General Freight Agent (assistant), A. L. Mohler, Cedar Rapids, Iowa.
Attorney—General, Hon. J. Tracy, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Fred. Taylor, Alex. Taylor, New York City.
John M. Denison, Baltimore, Maryland.
M. Shepard Bowles, Boston, Massachusetts.
Chas. Bard, Norwich, Connecticut.
John I. Blair, Blairstown, New Jersey.
Fred. Butterfield, Horace Porter, New York City.
L. P. Morton, W. S. Nichols, New York City.
Wm. S. Opdyke, New York City.
E. F. Winslow, S. C. Bever, Cedar Rapids, Iowa.
General offices at Cedar Rapids, Iowa.
Date of annual meeting of stockholders, fourth Tuesday in February, each year.
Fiscal year of the company ends June 30th, in each year.
Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.) No meeting of stockholders has been held.

STATE OF IOWA, }
County of Linn. }

E. F. Winslow, Vice-President and General Manager, and C. J. Ives, Superintendent, of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878. to the best of their knowledge and belief.

[L. S. OF R. R.] [Signed] E. F. WINSLOW,
C. J. IVES.

Subscribed and sworn to before me this 16th day of September, A. D., 1878

[L. S.] CHAS. W. GARDINER,
Notary Public in and for Linn County, Iowa

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT
OF THE
CHICAGO, CLINTON & WESTERN RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$1,000,000.00
Par value of shares.....	\$100.00
Average price received per share.....	Nominal.
Number of stockholders at date of last election.....	18
Number of stockholders in Iowa at same date.....	15
Amount of full-paid stock held in Iowa.....	Nominal.
Capital stock authorized by vote of company [number of shares, none].....	
Capital stock paid in on shares not issued [number of shares, nothing].....	
Total amount paid in as per books of the company.....	None.

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, &c.	152,500.00
Estimated value of rolling stock.....	4,500.00
Estimated value of stations, buildings, and fixtures.....	800.00
Estimated value of property per mile of road, ten miles.....	10,000.00
Estimated value of property per mile of road, seventeen and one-half miles not operated.....	3,500.00

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, MAILS, AND EXPRESS.

		PASSENGERS.	FREIGHT.	MAILS.	EXPRESS.
July, 1877	\$	224.75	\$ 458.78	\$.....	\$ 26.29
August, 1877.....		208.05	246.68	.....	34.28
September, 1877.....		553.28	366.85	.....	73.63
October, 1877.....		244.60	717.94	.....	34 14
November, 1877.....		345.72	610.48	.....	16.62
December, 1877.....		445.70	597.50	16.66	35.33
January, 1878.....		411.18	173.43	25.00	14 65
February, 1878.....		347.25	604.79	25.00	14.58
March, 1878.....		427.55	554.00	25.00	48.31
April, 1878.....		353.55	439.01	25.00	17.57
May, 1878.....		247.97	762.47	25.00	14.77
June, 1878.....		.....	.....	25.00	.....
Totals		\$3,809.60	\$5,531.93	\$ 166.66	\$ 330.17

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 3,809.60
Receipts for express.....	330.17
Receipts for mails.....	166.66
Receipts from local freight.....	5,531.93
Receipts from miscellaneous sources.....	3,403.05
Total earnings.....	\$ 13,241.41
Proportion for Iowa.....	\$13,241.41
Earnings per mile of road operated [—miles].....	\$1,324.14
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly?—if so, what percentage?.....No.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor.....	2,540.00
Repairs of track—supplies (exclusive of new rails).....	230.00
Repairs of bridges—labor and supplies.....	90.00
Repairs of fences	110.00
Repairs of buildings—stations, and water-tanks, etc.....	240.00
All other expenditures chargeable to this account	90.00
Total	\$3,300.00

Class 2—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor and supplies.....	432.40
Repairs of freight locomotives—labor and supplies	30.00
All other expenditures chargeable to this account	114.00
Total	3,876.40

Class 3—Conducting Transportation.

Fuel	1,986.00
Oil, waste, and lights.....	154.00
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks.....	3,630.00
Miscellaneous train and station supplies	84.00
Miscellaneous train and station expenses.....	101.00
Loss and damage of goods—stolen, etc.....	98.00
Damage for stock killed	30.00
Damages to property, including damages by fire	80.00
Hire of cars.....	985.00
Legal expenses.....	170.00
All other expenses chargeable to this account	175.00
Total	7,493.00

Class 4—General Expenses.

General office expenses, including clerk hire, rent, fuel, lights, etc	875.00
Printing and stationery	318.00
Total	1,193.00

RECAPITULATION OF EXPENSES.

Total expenses of operating the road, (*embraced in classes 1, 2, 3, and 4*). \$12,562.40
 Proportion for Iowa..... 12,562.4
 Per mile of road operated..... 1,256.24

GENERAL RECAPITULATION.

Total receipts during the eleven months.....\$13,241.41
 Total operating expenses..... 12,562.40
 Net earnings—earnings above operating expenses..... 679.01

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use? From Iowa City to Elmira, February 28, 1877.

Length of main line of road completed, from Iowa City to Elmira...10 miles

Length of line with track laid, if road is not completed. Not operated, 17½ miles

Total length of track belonging to this company laid with iron.....27½ miles

[Weights per yard, 50 pounds.]

What railroads cross your road at grade in this state? None.

What railroads cross your road either over or under your grade in this state and where? None.

Number of crossings of highways over railroad in this state? One.

Number of crossings of highways under railroad? None.

Number of stations in this state? Two.

Number of persons regularly employed on all roads operated by company, including officials? Thirteen.

How many miles of fencing have you on your road in Iowa? Two.

How many miles of fencing have you built during the year? One.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles? Six miles in Johnson county.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender? One.

Number of locomotives of more than 20 tons weight, exclusive of tender? None.

Number of locomotives equipped with train-brake? None.

Miles of telegraph on line? None.

Number of telegraph offices in company's stations? One.

Highest rate of fare per mile for any distance..... 3½ cents.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them? and do you take their freights at the depot, or at the office of such express companies? American. Twenty cents per 100 pounds for the ten miles run. Take the freight at depot.

What freight and transportation companies run on your road? There are none.

What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service? Three hundred dollars per year—one mail per day each way—from Iowa City to Elmira, ten miles.

LANDS.

State the number of acres of land your company has received from the congressional or swamp-land grants? None.

State the number of acres yet to inure to your company. None.

State the value of donations of right-of-way and station grounds to your company.....\$2,000.00

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None paid. All aid in litigation. The amount is \$250,000—considered worthless.

ACCIDENTS TO PERSONS IN IOWA.

No accidents.

OFFICERS OF COMPANY, WITH LOCATION OF OFFICES.

President—S. J. Kirkwood, Iowa City, Iowa.

Vice-President—W. P. Wolf, Tipton.

Secretary—Samuel Sharpless, Iowa City.

Treasurer—George J. Boal, Iowa City.

General Manager—Edward H. Thayer, Clinton.

Auditor, M. Ettinge, Chicago.

General Freight Agent, C. L. Riting, Chicago.

Attorneys—General and Local, George B. Young, Clinton.

Receiver, Edward H. Thayer, Clinton.

NAMES OF DIRECTORS, WITH RESIDENCE.

S. J. Kirkwood, Iowa City, Iowa.

C. T. Ransom, Iowa City, Iowa.

Geo. J. Boal, Iowa City, Iowa.

Rush Clark, Iowa City, Iowa.

Samuel Sharpless, Iowa City, Iowa.

Ezekiel Clark, Iowa City, Iowa.

W. P. Wolf, Tipton, Iowa.

Wm. Dean, Tipton, Iowa.

Milo Smith, Clinton, Iowa.

W. F. Coan, Clinton, Iowa.

E. H. Thayer, Clinton, Iowa.

J. E. White, English River, Iowa.

General offices at Clinton.

Date of annual meeting of stockholders, 1st Monday in May.

STATE OF IOWA, }
County of Clinton. }

Edward H. Thayer, Receiver of the Chicago, Clinton & Western Railroad, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

(Signed)

EDWARD H. THAYER.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of November, A. D. 1878.

[L. S.]

GEO. B. YOUNG,
Notary Public, Clinton County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

BURLINGTON & SOUTHWESTERN RAILWAY COMPANY,

REPORT FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 20,000,000.00
Par value of shares.....	\$100.00
Number of stockholders at date of last election.....	365
Number of stockholders in Iowa at same date.....	234
Capital stock paid in on shares not issued.....	1,793,700.00
Capital stock, total amount paid in as per books of the company.	1,793,700.00

ASSETS—CORPORATE PROPERTY.

Estimated value of rolling stock.....	39,750.00
Estimated value of stations, buildings, and fixtures.....	5,100.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	1,850.00
Estimated value of property per mile [142 miles.] Estimated by State Board of Equalization for taxation for 90 miles in Iowa, at \$2,500 per mile.	

DEBT.

Funded debt as follows:

First mortgage bonds, (due 1890, bear interest at 8 per cent., cur- rency, which is payable semi-annually,) amount:.....	\$ 1,800,000.00
Linneas Branch mortgage bonds, (due 1892, bear interest at 7 per cent., gold, which is payable semi-annually,) amount.....	1,600,000.00
Second mortgage bonds, (due 1882, bear interest at 8 per cent., currency, which is payable semi-annually,) amount.....	88,000.00
Receiver's certificates authorized by U. S. Court, to complete and equip gap of 22 miles in Missouri.....	200,000.00
Total amount of funded debt	as above.

There is a large amount of floating debt, several hundred thousand dollars, considerable of which is in litigation, which could only be got at from the old books of the railroad company, at considerable outlay of time and expense, and as the whole property is likely to be before long foreclosed, it does not seem worth while to try and obtain it unless the Commissioners think otherwise, and specially desire it.

Cost of road and equipment cannot be given from any books kept by the Receiver, and the old records are so incomplete that any statement, that it would be at all possible to make, would not be sufficiently accurate as to be of any use.

Total for equipment.....	\$173,021.19
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State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.

The policy of the road, being in hands of the court, and with scarcely earnings enough to meet the ordinary expenses of operating, has been to get along with as few repairs as possible, and have been mainly confined to bridges which have been renewed with wood and charged in as "New Work" in operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	TOTAL.
July,	1877.....	\$ 3,086.64	\$ 7,302.54
August,	1877.....	3,870.53	14,382.28
September,	1877.....	4,343.03	12,446.13
October,	1877.....	4,187.27	11,736.36
November,	1877.....	3,061.73	10,350.72
December,	1877.....	3,354.71	11,977.89
January,	1878.....	3,065.83	16,733.52
February,	1878.....	3,559.91	8,957.72
March,	1878.....	3,921.18	10,526.36
April,	1878.....	2,872.43	10,519.72
May,	1878.....	2,453.16	9,089.97
June,	1878.....	2,126.14	9,843.25
Totals		\$ 39,902.56	\$134,866.56

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.	TOTAL.
July,	1877	\$ 678.75	\$ 308.58	\$ 54.49	\$ 1,121.82
August,	1877	715.73	366.65	45.18	1,127.56
September,	1877	715.73	329.96	15.68	1,061.37
October,	1877	715.73	351.24	46.09	1,113.06
November,	1877	715.73	303.83	41.56	1,061.12
December,	1877	715.73	327.15	40.18	1,083.06
January,	1878	715.73	356.48	45.99	1,118.20
February,	1878	715.73	317.79	47.50	1,081.02
March,	1878	715.73	486.66	8.78	1,211.17
April,	1878	715.73	309.11	44.75	1,069.59
May,	1878	715.73	327.49	36.83	1,080.05
June,	1878	715.73	299.18	43.45	1,058.36
Totals		\$ 8,551.78	\$ 4,164.12	\$ 470.48	\$ 13,186.38

Recapitulation of Earnings.

Receipts from passengers	\$ 39,902.56
Receipts for express.....	4,164.12
Receipts for mails	8,551.78
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Total receipts from passenger trains.....	\$ 52,618.46
Receipts from passenger trains, per train mile run, [113,515 miles] \$0.46 35-100	
Receipts from freight.....	134,866.56
Receipts from freight trains, per train mile run, [119,533 miles] \$1.12 82-100.....	
Receipts from miscellaneous sources	470.48
<hr/>	
Total earnings	\$187,955.50
Proportion for Iowa	\$119,351.75
Earnings per mile of road operated, [181 miles] \$1,038.42	
Per train mile, for passenger, freight and mixed trsins, [233,048 miles] \$0.80 66-100	
Have you made any advance or reduction in freight since the en- actment of chapter 77 of the laws of the Seventeenth General Assembly? if so, what percentage?	
No.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 4—General Expenses.

Taxes in Iowa—Have been unable to pay taxes in Iowa.
Taxes in other states—Road claims to be exempt from taxation in Missouri.
The question is now before the courts.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1878.

Owing to condition of property, and the fact of its being in the hands of the courts, there is not such a system of accounts and record of the performance of engines and equipment as is usual on roads in the hands of its owners; and the statement of earnings and expenditures, attached hereto, is respectfully submitted in lieu of the detailed statement called for in the preceding pages that are not filled out.

Earnings and Expenses of the B. & S. W. Ry. from July 1st, 1877, to June 30th, 1878.

EARNINGS.	IOWA.	MISSOURI.	TOTAL.
	63½ per ct.	36½ per ct.	
Freight.....	\$ 85,640.27	\$ 49,226.29	\$134,866.56
Passengers.....	25,338.13	14,564.43	39,902.56
Mail.....	5,430.38	3,121.40	8,551.78
Express.....	2,644.22	1,519.90	4,164.12
Telegraph.....	298.75	171.73	470.48
Total.....	\$119,351.75	\$ 68,603.75	\$187,955.50
EXPENSES.			
General expense.....	\$ 11,240.77	6,461.23	\$ 17,702.00
Right-of-way.....	84.55	48.60	133.15
Equipment.....	450.89	259.18	710.07
Taxes.....	29.74	17.09	46.83
Fuel.....	9,661.94	5,553.71	15,215.65
Track rent.....	7,620.00	4,380.00	12,000.00
Fencing.....	43.24	24.86	68.10
Loss and damage.....	224.55	129.07	353.62
Station service.....	6,684.05	3,842.02	10,526.07
Legal expenses.....	1,726.11	993.32	2,721.43
New work.....	9,897.21	5,688.95	15,586.16
Bridge repairs.....	490.47	281.92	772.39
Water service.....	2,139.78	1,229.95	3,369.73
Buildings and stock yards.....	851.17	489.26	1,340.43
Car repairs.....	6,528.41	3,752.55	10,280.96
Track repairs.....	33,238.07	19,105.35	52,343.42
Oil, tallow, and waste.....	1,518.22	872.68	2,390.90
Machinery repairs..	11,017.04	6,332.63	17,349.67
Stock killed.....	2,920.38	1,678.64	4,599.02
Car service	3,197.15	1,837.73	5,034.88
Train service.....	15,646.43	8,993.61	24,640.04
Total.....	\$125,212.17	\$ 71,972.35	\$197,184.52

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Viele, Iowa, to Farmington, Iowa, June 1st, 1871.

From Viele, Iowa, to Mt. Sterling, Iowa, September 24th, 1871.

From Viele, Iowa, to Milton, Iowa, November 1st, 1871.

From Viele, Iowa, to Pulaski, Iowa, December 11th, 1871.

From Viele, Iowa, to Bloomfield, Iowa, December, 31, 1871.

From Viele, Iowa, to Cincinnati, Iowa, December 11th, 1872.

From Viele, Iowa, to Unionville, Missouri, June 8th, 1873.

From Viele, Iowa, to Laclede, Missouri, October 1st, 1876.

Length of main line of road completed, from Burlington to

Laclede..... 181 miles

Length of main line of road completed in Iowa..... 117 miles

Length of main line of road completed in Missouri..... 11.33 miles

Branches owned by company, viz:

Linneus Branch in Missouri, length..... 53.01 miles

Total length of road belonging to this company..... 142 miles

Aggregate length of sidings and other tracks not above enumerated	4.86 miles
Same in Iowa.....	3 7-10 "
Aggregate length of tracks belonging to this company computed as single track.....	142 miles
Same in Iowa.....	78 miles
Gauge of track.....	4 ft. 8½ inches
Total length of tracks belonging to this company laid with iron rails [weight per yard, 50 and 52 lbs].....	142 miles

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each? Chicago, Burlington & Quincy; Burlington to Viele.....	25 miles.
St. Louis, Kansas City & Northern; Bloomfield to Moulton...	14 miles.
Total length of above roads.....	39 miles.
Total length of above roads in Iowa.....	39 miles.
Total miles of road operated by this company.....	181 miles.
Total miles of road operated by this company in Iowa.....	117 miles.

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 9; aggregate length, feet.....	1,750
Wooden trestles, number of, 137; aggregate length, feet.....	14,552
Culverts, number of, 196; aggregate length, feet.....	7,008
What railroads cross your road at grade in this state? Keokuk & Des Moines Railroad at Farmington, Iowa; Missouri, Iowa & Nebraska Railroad at Sedan.	
What railroads cross your road either over or under your grade in this state, and where? None.	
Number of crossings of highways at grade in this state, at which there are gates or flagmen? None.	
Number of crossings of highways over railroad? None.	
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Trains come to full stop not over 800 nor less than 200 feet from track of other roads before crossing.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Bell is rung and whistle sounded on approach to highway crossings, and seems to be sufficient.	
Number of stations.....	29
Same in Iowa.....	12

ROLLING STOCK.

* Number of locomotives of more than 30 tons weight, exclusive of tender.....	1
Number of locomotives of more than 20 tons weight, exclusive of tender.....	5
Number of passenger-cars (12-wheel).....	2
Number of passenger-cars (8-wheel).....	1
Number of express and baggage-cars.....	2
Number of box-freight cars	24
Number of stock-cars.....	25
Number of platform-cars and coal-cars.....	54
Number of conductors' way-cars.....	2
Other cars as follows: Hand-cars.....	48

* Give the weight of heaviest locomotives in use. Thirty tons.

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? Seventeen loaded freight-cars; 30-ton engine.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Have hauled 12; 30-ton engine.

Number of locomotives equipped with train-brake? None.

Number of passenger-cars equipped with train-brake? None.

What kind of train-brake is in use on your road? Hand.

Number of passenger-cars with Miller platform and buffer..... 3

TELEGRAPHS.

Miles of telegraph on line operated by company.....	181 miles.
Miles of telegraph owned by company.....	53 miles.
Number of telegraph offices in company's stations.....	20
Number of telegraph stations operated by company.....	20
Number of telegraph stations operated jointly by rail and telegraph companies.....	10

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	113,515
Miles run by freight trains.....	119,533

Total mileage of passenger, freight, and mixed trains.....	233,048
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Total train miles run.....	233,048
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Highest rate of fare per mile for any distance.....	4c.
Lowest rate of fare per mile for any distance (single fare).....	4c.
Average number of cars in passenger trains, including baggage cars.....	
Average number of cars in freight trains.....	1
Rate of speed of passenger and express trains, including stops.....	18 miles per hour.
Rate of speed of freight trains, including stops.....	12 miles per hour.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company; first-class freight rates on all shipments regardless of classification; and pay fare one way for messenger.

What amount have you paid other corporations, car-loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

North Chicago Rolling Mill Co., Chicago, \$270 per month.....	\$3,240.00
Eureka Iron Co., Detroit, \$50	600.00
Western Car Co., New York, \$490	2,526 33

Total amount paid	\$6,366.33
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Do sleeping, parlor, or dining-room cars run on your road? No such cars run on the road.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$8,551.78. See revenue statements. Allowance per month, or year, per mile based on weight of mail matter rendered.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. None.

State the number of acres yet to inure to your company from Congressional grants? None.

SUMMARY.

State the value of donations of right of way and station-grounds to your company? Have no means of arriving at value of them.

State the value of donations of other real estate to your company? No real estate donated, except for right of way and station-grounds.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. None in the state of Iowa.

ACCIDENTS TO PERSONS IN IOWA.

None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Elijah Smith, Boston, Mass.

Secretary and Treasurer, J. A. Ostrander, Burlington, Iowa.

General Superintendent, John W. Smith, Burlington, Iowa.

Chief Engineer, none.

Superintendent of telegraph, none.

Auditor,

General Passenger Agent, } J. A. Ostrander, Burlington, Iowa.

General Freight Agent,

Receiver, Elijah Smith, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.

W. W. Crapo, New Bedford, Massachusetts.

Henry Sales, Boston, Massachusetts.

P. W. Smith, Boston, Massachusetts.

W. J. Rotch, New Bedford, Massachusetts.

Edward D. Mandell, New Bedford, Massachusetts.

John Severance, St. Jo., Missouri.

T. B. Weakley, St. Jo., Missouri.

Jeff. Chandler, St. Jo., Missouri.

General Offices at Burlington, Iowa.

Date of annual meeting of stockholders, second Wednesday in July.

Fiscal year of company. None fixed.

STATE OF IOWA, }
County of Des Moines, }

Elijah Smith, Receiver of the Burlington & Southwestern Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief.

(Signed,)

ELIJAH SMITH.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

H. B. SCOTT,

[L. S.]

Notary Public, Des Moines County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

RECEIVER OF THE CENTRAL RAILROAD OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of incorporation.....	\$12,000,000.00
Par value of shares.....	\$100.00
Capital stock issued [number of shares 49,210.55] amount paid in.....	4,921,055.00

DEBT.

Funded debt, as follows:	
1st mortgage bonds, (due July 15, 1899, bear interest at 7 per cent., which is payable semi-annually,) amount.....	3,700,000.00
2d mortgage bonds (due January 15, 1901, bear interest at 7 per cent., which is payable semi-annually) amount.....	925,000.00
Total amount of funded debt	4,625,000.00
Unfunded debt incurred for equipment.....	180,644.99

COST OF ROAD AND EQUIPMENT.

Detailed construction accounts not in possession of t^{he} Receiver.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades, and ballasting track. Is the cost of these improvements charged to repairs or construction, and the reasons therefor? This road has for the past two years pursued the policy of replacing iron with steel rails, with the exception of one lot of iron rails laid this year, consisting of about 600 tons. Wooden bridges and culverts have been replaced with other wooden ones. No money has been spent in reducing grades during this year. Considerable track has been ballasted each season, for the past four years. All of the above accounts are charged to repairs and renewals.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	THROUGH PASSEN- GER.	LOCAL PASSEN- GER.	TOTAL PASSEN- GER.	FREIGHT.
July, 1877	\$ 8,519.37	\$ 13,518.60	\$ 22,037.97	\$ 32,263.48
August, 1877	8,712.77	14,474.16	23,186.93	47,098.27
September, 1877	4,246.78	11,272.95	15,519.73	71,970.16
October, 1877	4,307.34	11,179.54	15,486.88	77,994.49
November, 1877	3,982.65	11,978.80	15,961.45	74,536.12
December, 1877	3,604.12	12,141.75	15,745.87	42,459.22
January, 1878	3,151.28	11,464.46	14,615.74	50,984.91
February, 1878	2,557.46	10,573.51	13,130.97	47,484.28
March, 1878	3,140.41	11,783.59	14,923.99	36,344.31
April, 1878	4,075.77	11,553.85	15,629.62	36,895.01
May, 1878	4,114.91	10,729.91	14,844.82	44,733.80
June, 1878	4,028.93	9,991.25	14,020.18	37,975.56
Totals	\$ 44,892.78	\$ 147,372.24	\$ 192,265.02	\$ 600,863.35

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLA- NEOUS.
July, 1877	\$ 936.54	\$ 500.00	\$ 1,175.76
August, 1877	936.54	500.00	1,757.67
September, 1877	936.54	500.00	384.20
October, 1877	936.54	500.00	9,662.91
November, 1877	936.54	500.00	3,205.27
December, 1877	1,456.06	645.66	7,295.77
January, 1878	936.54	500.00	1,063.85
February, 1878	936.54	500.00	1,106.84
March, 1878	936.54	510.00	2,921.91
April, 1878	929.20	500.00	2,367.44
May, 1878	839.42	511.05	2,307.58
June, 1878	867.07	500.00	1,741.32
Totals	\$ 11,584.07	\$ 6,166.71	\$ 34,990.52

Recapitulation of Earnings.

Receipts from local passengers	\$ 143,337.92
Receipts from through passengers	44,892.78
Receipts for express	6,166.71
Receipts for mails	11,584.07
Total receipts from passenger trains	\$ 205,981.48
Receipts from passenger trains, per train mile run [246,788 miles]	\$0.83 4-10
Total receipts from freight trains	600,863.35
Receipts from freight trains, per train mile run [312,434 miles]	\$1.92 3-10
Receipts from miscellaneous sources	34,990.52
Total earnings	\$ 841,835.35

Proportion for Iowa\$841,835.35
 Earnings per mile of road operated.....[200 miles] \$4,209.17
 Length of main line, 189 miles, operated 1 year..... 189 miles.
 Length of Grinnell & Montezuma Railroad operated to April 15,
 9½ months 13 8-10 miles.
 Average number of miles operated during the year..... 200 miles.
 Per train mile, for passenger, freight, and mixed trains [559,222
miles] \$1.50 5-10

Have you made any advance or reduction in freight since the enactment
 of chapter 77 of the laws of the Seventeenth General Assembly—if so, what
 percentage? None, except a reduction of about 10 per cent. on coal.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor.....	} \$ 71,612.04
Repairs of track—supplies (exclusive of new rails).....	
New cross ties.....	29,306.99
Repairs of bridges—labor and supplies.....	31,289.02
Renewal of bridges—labor and supplies.....	6,167.42
Repairs of fences—labor and supplies, and new fence.....	4,944.61
Repairs of buildings—stations and water-tanks, etc.....	2,836.87
Repairs of telegraph.....	266.32
Repairs and additions to machine-shops and machinery.....	6,575.57
Tools for road-work.....	2,045.65
Road crossings, signs, etc.....	173.86
New rails, deducting old rails sold.....	55,015.30
All other expenditures under this head.....	8,472.85
Total.....	\$218,706.50

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor and supplies.....	14,866.06
Repairs of freight locomotives—labor and supplies.....	40,090.08
Repairs of passenger, baggage, mail, and express cars—labor and sup- plies.....	15,414.26
Repairs of freight cars—labor and supplies.....	33,179.57
Repairs of machinery and tools.....	2,579.00
All other expenditures chargeable to this account.....	1,628.58
Total.....	\$107,757.55

Class 3.—Conducting Transportation.

Fuel.....	\$ 37,070.43
Oil, waste, and lights.....	5,194.75
Wages of employes—conductors, enginemen, brakemen, station- men, (all grades,) and clerks.....	116,894.75
Miscellaneous train and station supplies.....	153.28
Miscellaneous train and station expenses.....	3,629.48
Water supply.....	5,244.30
Telegraph operation.....	3,851.99
Loss and damage of goods.....	195.70
Injuries to persons.....	1,351.10
Damage for stock killed.....	3,943.26
Damages to property, including damages by fire.....	173.64
Hire of cars—car mileage.....	4,782.20
Legal expenses.....	1,313.19
All other expenditures chargeable to this account.....	8,687.34
Total.....	\$192,485.41

Class 4.—General Expenses.

Salaries of the general officers of the company.....	10,928.03
General office expenses, including clerk-hire, rent, fuel, lights, etc..	8,500.25
Insurance.....	1,804.08
Taxes in Iowa—estimated.....	20,007.63
Advertising.....	2,598.77
Printing and stationery.....	3,319.70
All other expenditures chargeable to this account	3,510.76
Total.....	\$ 50,669.22

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$ 569,618.68
Proportion for Iowa.....	\$569,618.68
Per mile of road operated.....	2,848.09
Per train mile for passenger, freight, and mixed trains [559,222 miles].....	\$1.01 8-10
Expense of running and management of passenger trains.....	189,872.89
Expense of running and management of passenger trains per train mile.....	.76 9-10
Expense of running and management of freight trains.....	379,745.79
Expense of running and management of freight trains per train mile	1.21 5-10
Percentage of expenses to earnings.....	.67 6-10
Net earnings per train mile [559,222 miles].....	\$ 0.48 6-10

GENERAL RECAPITULATION.

Total earnings.....	\$ 841,835.35
Operating expenses.....	569,618.68
Net earnings—earnings above operating expenses.....	272,216.67

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Floating debt liquidated during the year.....	\$ 182,111.91
Cash on hand, June 30, 1878, in excess of cash on hand, June 30, 1877	62,735.00
Material on hand, June 30, 1878, in excess of material on hand, June 30, 1877.....	37,072.59
	<hr/>
	\$ 282,019.50
Deduct difference on ledger, balances as shown on balance sheet,	9,802.83
	<hr/>
Surplus at the commencement of the year—net earnings.....	\$ 292,216.67

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78,

SHOWING DISPOSITION OF NET EARNINGS FOR YEAR.

Dr.

Cash on hand, June 30, 1877.....	\$ 5,576.51
Material on hand, June 30, 1877.....	38,407.98
Sundry ledger balances due to company, June 1, 1877.....	20,365.14
Sundry ledger balances due by company, including taxes, June 30, 1878, but not including floating indebtedness prior to May 1, 1877.....	101,232.30
Net earnings for the year.....	272,216.67
Total	\$ 437,798.60

Cr.

Sundry ledger balances due by company, June 30, 1877, not including floating debt, prior to May 1, 1877.....	\$ 61,202.98
Amount paid account of floating indebtedness, prior to May 1, 1877, during year.....	182,211.91
Cash on hand, June 30, 1878.....	68,311.51
Material on hand, June 30, 1878.....	75,480.57
Sundry ledger balances due to company, June 30, 1878.....	50,591.63
Total.....	\$ 437,798.60

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Ackley to Eldora, July, 1868.

From Eldora to Marshalltown, December, 1869.

From Marshalltown to Albia, February, 1871.

From Ackley to Mason City, November, 1870.

From Mason City to Northwood, October, 1871.

Length of main line of road completed, from Northwood to Albia 189.14 miles.

Length of main line of road completed in Iowa..... 189.14 miles.

Branches owned by company, viz.:

Muchakinock Branch, in Iowa, length..... 1.5 miles.

Total length of road belonging to this company..... 190.64 miles.

Aggregate length of sidings and other tracks not above enumerated..... 19.318 miles.

Aggregate length of tracks belonging to this company computed as single track 209.958 miles.

Gauge of track..... 4ft. 8½ in.

Total length of tracks belonging to this company laid with steel rails [weight per yard, 52 lbs.] 18.097 miles.

Total length of tracks belonging to this company laid with iron rails, weights per yard: 10 miles, 45 lbs; 18 miles, 50 lbs.; [173.861 miles, 56 lbs.]

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 30; aggregate length, feet..... 3,298.75
 Wooden trestles, number of, 288; including pile bridges, feet.... 28,477.25
 Culverts, number of, 235.

What railroads cross your road at grade in this state, and at what locality?

C., M. & St. P. R. R. at Mason City.

Illinois Central R. R. at Ackley.

Chicago & Northwestern R. R. at Marshalltown.

Chicago, R. I. & Pacific R. R. at Grinnell.

Keokuk & Des Moines R. R. at Given.

Chicago, Burlington & Quincy R. R. at Albia.

What railroads cross your road either over or under your grade in this state, and where?

Chicago, Rock Island & Pacific R. R. at Oskaloosa.

Number of crossings of highways at grade in this state without protection .. 205

Number of crossings of highways at grade in this state at which there are gates or flagmen.. None.

Number of crossings of highways over railroad 1

Number of crossings of highways under railroad..... 2

Number of highway bridges 18 feet above track..... 1

Number of highway bridges less than 18 feet above track..... None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains and engines must come to a full stop, before crossing the track of any other railroad, and not proceed until foreign track is known to be free from approaching trains.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Enginemen of all locomotives, whether the same are attached to trains or not, will sound the whistle while passing around curves not in full view; and at all road crossings (except railroad crossings) two short blasts of the whistle, (the first should be a second or two longer than the second one) must be given 300 yards from the same.

Number of stations..... 30

Number of persons regularly employed on all roads operated by company, including officials..... 514

How many miles of fencing have you on your road in Iowa?..... 132.095

How many miles of fencing have you built during the year?.... 11.382

What was the average cost per rod?\$0.68 $\frac{1}{2}$.

The total cost of same?..... \$2,504.33

Give the miles of fence needed on both sides of your track, in each county in

Iowa through which your road runs, and the aggregate amount in miles:

26.40 miles.....in Worth county. 47.12 miles.. ..in Cerro Gordo county.

40.57 miles.....in Franklin county. 17.49 miles.....in Hardin county.

41.61 miles.....in Marshall county. 4.83 miles.....in Jasper county.

19.92 miles.....in Poweshiek county. 21.26 miles.....in Mahaska county.

26.98 miles.....in Monroe county.

Aggregate amount, 246.18 miles.

ROLLING STOCK.

	TONS.
Number of locomotives of more than 30 tons weight, exclusive of tender? Heaviest, 35 tons.....	14
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of passenger-cars, 8-wheel.....	9
Number of express and baggage-cars.....	6
Number of box freight-cars.....	315
Number of stock-cars.....	30
Number of coal-cars.....	220
Number of conductors' way-cars.....	15
Other cars as follows: 1 derrick-car; 1 pile driver-car.	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 30 tons..	180
Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 29 tons..	6
Number of locomotives equipped with train-brake.....	7
Number of passenger-cars equipped with train-brake.....	9
What kind of train-brake is in use on your road? Westinghouse air-brake.	
Number of passenger-cars with Miller platform and buffer.....	9
Number of passenger-cars with any other platform and buffer....	None.

TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	30
Number of telegraph stations operated jointly by rail and telegraph companies.....	30

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	246,788
Miles run by freight trains.....	312,434
Total mileage of passenger, freight, and mixed trains.....	559,222
Miles run by construction and other trains.....	69,000
Total train miles run.....	628,222
Number of through passengers.....	17,902
Number of local passengers.....	175,192
Total number of passengers carried.....	193,094
Total passenger mileage, or passengers carried one mile.....	5,765,672
Average amount received from each passenger.....	98½ cents.
Average distance traveled by each passenger.....	30 miles.
Total tons of freight carried.....	300,721
Total freight mileage, or tons carried one mile.....	26,220,283
Highest rate of fare per mile, for any distance.....	3½ cents.
Lowest rate of fare per mile, for any distance (single fare)..	3 cents.
Average rate of fare per mile, received for through passengers.....	3 1-10 cents.
Average rate of fare per mile, received for local passengers.	3 4-10 cents.
Average rate of fare per mile, for all passengers	3 27-100 cents.
Average rate received per mile per ton for all freight carried.....	2 29-100 cents.
Average number of cars in passenger trains, including baggage-cars	4
Average number of cars in freight trains.....	16

Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers...97 tons.
 Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....176 tons.
 Rate of speed of passenger and express trains, including stops.....18 miles per hour.
 Rate of speed of freight trains, including stops.....10 miles per hour

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	88,231	29.3
Flour.....	1,991	.7
Provisions (beef, pork, lard, etc).....		
Animals.....	20,425	7.
Lumber and forest products.....	25,421	8.1
Coal.....	123,365	41.1
Plaster.....	1,650	.5
Salt.....	1,837	.7
Stone and brick.....	4,774	1.6
Merchandise and other articles, not enumerated above.....	33,027	11.
Total tons carried.....	300,721	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company, \$500 per month on an allowance of tonnage amounting to 1,600 through pounds per day of service. One and one-half first-class tariff rate on excess.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars of Pullman Palace Car Company. Three cents per mile, run. Additional charge to passengers made by the Pullman Company.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. \$1,202.19, for March, April, May, and June, 1878. Pullman Palace Car Company. Earnings received by the Pullman Co.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation \$11,584.07 for the year, for service of six days to the week.

Lands — Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. None.

ACCIDENTS TO PERSONS IN IOWA.

July 1, 1877—Charles McMains, brakeman on freight train; had his hand crushed, in coupling cars on Lowry coal switch, near Oskaloosa. No blame attached to any one, except McMains, who was not as careful as he should have been. Injury slight.

July 5, 1877—Gunder Larson was run over by train, one mile north of North Skunk water-tank, and instantly killed; was lying on track, close to rail, and was not seen in time to stop. Larson was thought to be intoxicated.

July 8, 1877—Robert Mullen, at Ackley, while assisting in switching cars, caught his foot in frog, and was run over, foot being badly crushed, and leg broken between ankle and knee. He was employed as coal hoister, and is still working for the road in that capacity.

August 9, 1877—Train ran over a man, three miles south of Marshalltown. Man was walking on the track. Engineer sounded his whistle; man paid no attention to it; sounded a second time; still the man did not leave the track; engine was then reversed, and air brakes applied, but could not stop in time to save man. Both legs were cut off, and man died next day. He stated before he died that his name was S. Douglas, and that he had a family at Peoria, Illinois. He was doubtless intoxicated.

November 1, 1877—Geo. R. Archibalt was stealing a ride on train. Jumped off in a hurry at C. & N. W. Ry. crossing at Marshalltown, and had foot run over. This was his statement of case.

November 25, 1877—A train loaded with Indians was going south, at North Skunk water tank. two squaws fell from car. But slightly hurt.

January 24, 1878—James Harris, brakeman, was run over by car at Union, and died from the effects in five hours after accident. No blame attached to any one.

February 11, 1878—J. B. Joslin, brakeman, in coupling cars had his hand caught and considerably crushed. No carelessness was charged to any other employe.

February 25, 1878 A boy 7 years old, at Oskaloosa, was placing pins on rails and watching wheels pass over them. Train started, and boy was so near, oil-box struck boy and knocked him down. wheel passed over his leg.

April 20, 1878—At Dillon station, a boy was playing on a box-car, which grain man was pushing up to elevator. Boy fell off and was run over by car, and died from injuries received.

May 27, 1878—Wm. Lemon, brakeman, caught his finger between dead-woods, and tore flesh from it. Bones not broken. No carelessness by other employes.

OFFICERS OF COMPANY, WITH LOCATION OF OFFICES.

General Superintendent, H. L. Morrill.
 Chief Engineer and Roadmaster, Chas. C. Gilman.
 Superintendent of Telegraph, A. Russell.
 Auditor and Cashier, J. Robinson.
 General Passenger Agent, A. Russell.
 General Freight Agent, J. C. Manley.
 Attorneys, General and Local, Brown & Binford.
 Receiver, H. L. Morrill.
 General offices at Marshalltown, Iowa.

STATE OF IOWA, }
County of Marshall, }

H. L. Morrill, Receiver and General Superintendent of the Central Railroad of Iowa, being duly sworn, deposes and says that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

H. L. MORRILL,

Receiver and Gen. Supt. of Central Railroad of Iowa.

Subscribed and sworn to before me, this 16th day of September, A. D., 1878.

THADDEUS BINFORD,

[L. S.]

Notary Public, Marshall County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....\$ 27,729,919.51
 Per value of shares.....\$100.00
 Average price received per share—See *Note A*.

FUNDED DEBT.

C., B. & Q. trust mortgage inconvertible sinking fund, 8 per cent. bonds, payable January 1, 1883.....	\$ 2,561,000.00
C., B. & Q. trust mortgage convertible sinking fund, 8 per cent. bonds, payable January 1, 1883.....	150,000.00
C., B. & Q. trust mortgage convertible sinking fund, 7 per cent. bonds, payable October 1, 1890.....	653,000.00
C., B. & Q. second mortgage bonds, issued on account of Northern Cross Road, payable at Frankfort-on-the-Main, interest at 4½ per cent. to July 1, 1875, and at 4 per cent. from July 1, 1875, to July 1, 1890.....	816,000.00
C., B. & Q. 7 per cent. bonds, dated January 1, 1872, and payable January 1, 1896.....	1,517,475.00
C., B. & Q. 7 per cent. bonds, dated July 1, 1873, and payable July 1, 1903.....	12,307,000.00
C., B. & Q. 5 per cent. bonds, dated June 1, 1875, and payable June 1, 1895.....	415,000.00
C., B. & Q. 5 per cent. bonds, dated October 1, 1876, and payable October 1, 1901.....	2,438,000.00
B. & M. R. R. R. bonds.....	1,600.00
B. & M. R. R. R. new bonds.....	4,638,250.00
B. & M. R. R. R. convertible third series.....	199,500.00
B. & M. R. R. R. convertible 1879.....	288,500.00
B. & M. R. R. R. convertible 1894.....	279,000.00
B. & M. R. R. R. convertible 1889.....	370,500.00
Total amount of funded debt.....	\$ 26,634,825.00

Note A.—By sale and consolidation the Burlington & Missouri River Railroad Company's road property and franchises have been merged with that of the C., B. & Q. R. R. Co., the managers of which have not the information necessary for answering many of the questions asked in this book. Most of the original books of the B. & M. R. R. Co. were destroyed by fire in 1872.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

	WHOLE LINE.
Main line, extension or alteration of road.....	None.
Branches, extension or alteration of road, specifying each.....\$	29,252.59
Double track extension.....	93,958.69
Land, and right-of-way.....	21,469.71
Passenger and freight stations, wood-sheds, and water stations.....\$56,291.84	40,199.84
Less sales.....16,092.00	
Engine-houses, car-sheds, and turn-tables.....	10,653.36
New locomotives.....	None.
New snow-plows.....	8,716.56
New passenger-cars.....	6,031.38
New mail and baggage-cars, and express-cars.....	696,996.17
New freight-cars, and repair-cars.....	4,796.10
Machine-shops, machinery, and tools.....	10,482.13
New fences.....	
Any other expenditures charged to property account, specifying same:	
New side track.....	51,367.09
Bridges.....	7,977.94
Culverts.....	124,049.86
Total.....	1,105,951.42

Property sold and credited property account during the year:
Premium on bonds sold and discount on bonds purchased... 82,870.57
Net addition to property account for the year..... 1,023,080.85
State the policy pursued by your company in regard to permanent improve-
ment and repairs, such as replacing iron rails with steel, wooden bridges and
culverts with iron and stone, reducing grades and ballasting track. Are the
cost of these improvements charged to repairs or construction, and the reasons
therefor? The policy of this company is to make these permanent improve-
ments as rapidly as means will permit, and to charge the cost to Operating
Expenses.

REVENUE FOR THE YEAR.
Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, AND MISCELLANEOUS
IN IOWA.

		PASSEN- GERS.	FREIGHT.	MISCEL- LANEOUS. including mail and express.
July,	1877	\$ 61,071.36	\$ 160,999.67	\$ 11,032.88
August,	1877	64,655.42	333,728.07	10,999.89
September,	1877	87,095.04	304,474.15	11,125.75
October,	1877	88,356.82	334,247.56	10,353.83
November,	1877	74,639.28	332,782.86	11,235.99
December,	1877	60,698.46	198,579.74	12,410.64
January,	1878	64,910.44	243,349.50	12,063.46
February,	1878	61,951.84	243,148.11	10,327.62
March,	1878	75,829.12	328,405.22	10,413.92
April,	1878	75,211.84	299,555.93	10,981.36
May,	1878 ..	64,120.51	320,072.56	11,166.84
June,	1878	66,771.31	212,791.57	11,327.94
Totals		\$ 845,311.44	\$3,312,134.94	\$133,440.16

Recapitulation of Earnings in Iowa.

Total receipts from passenger trains.....\$ 845,311.44
 Total receipts from freight trains..... 3,312,134.94
 Receipts from miscellaneous sources, including mail and express. 133,440.16
 Total earnings in Iowa..... 4,290,886.54
 Earnings per mile of road operated. [522.894 miles], [\$8,186.70].
 Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? No advance since March 23, 1878.

Receipts other than Earnings.

Sale of real estate.....\$16,092 deducted from expenditures.
 All other sources, specifying same. Premium on bonds sold and discount on bonds purchased deducted from expenditures.
 \$82,870.57

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

OPERATING EXPENSES.	Iowa.	Whole line, including St. Louis, Rock Island & Chicago Railroad.
Train service.....	\$ 244,280.82	\$ 616,921.19
Engine service.....	282,760.56	782,969.00
Station service.....	172,624.38	746,122.96
Water service.....	34,630.25	76,857.56
Repairs track	633,840.26	1,475,013.79
Repairs bridges.....	165,388.96	367,445.96
Repairs fences	16,369.86	55,947.31
Repairs buildings.....	34,771.20	101,550.57
Repairs docks and levees.....	.....	2,877.57
Repairs engines.....	160,848.35	524,694.56
Repairs cars	212,600.80	622,837.47
Lost and damaged freight	6,056.35	18,931.78
Miscellaneous loss and damage	45,354.62	88,869.07
Telegraphing	59,851.49	148,861.91
Fuel consumed.....	253,269.67	653,350.51
Oil and waste	42,452.39	113,183.56
Stationery	12,918.52	41,972.52
Printing, advertising and subscription	8,111.67	23,836.81
General expenses.....	114,282.21	356,674.42
Legal expenses.....	17,144.00	52,731.55
Miscellaneous expenses	2,162.71	6,959.10
Foreign agencies.....	44,350.88	96,333.25
Insurance	12,640.55	39,921.29
Rent of cars	50,011.61	138,820.67
Total	\$ 2,626,722.14	\$ 7,153,684.38
Rent of tracks.....	\$ 144,510.37	
Taxes, state, county, city and town.....	608,926.47	
Interest on bonds	2,120,114.45	
Total	\$ 10,027,235.67	

WHOLE LINE INCLUDING ST. LOUIS, R. I. & CHI. R. R.

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$10,027,235.67
Per mile of road operated	7,431.68
Percentage of expenses to earnings.....	.7455

GENERAL RECAPITULATION.

Total earnings.....	\$13,425,028.91
Total receipts during the year—interest and exchange.....	25,465.46
Total operating expenses.....	10,027,235.67
Net earnings—earnings above operating expenses.....	3,423,257.70
Percentage of net earnings to stock and debt...6 3-10 pr. ct.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year, being total interest liability..	\$2,120,114.45
Receipts above operating expenses and interest.....	3,423,257.70
Amount paid during the year for permanent improvements, and charged to cost of road, and to operating expenses (not charged off until December 31 of each year).....	1,599,342.54
Dividends declared, 8 per cent. for the year, amount.....	2,206,038.76
Date of last dividend declared	March 15, 1878.
Balance for the year, or surplus.....	1,207,012.21
Surplus at the commencement of the year	3,389,038.98
Total surplus	1,207,012.21
Paid to sinking funds in hands of trustees	314,678.85

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Construction accounts.....	\$42,212,473.97
Equipment accounts	9,446,498.50
Branch roads.....	3,761,617.74
Stocks, cash, and material on hand	6,184,449.76
Bills and accounts receivable and payable—balance.....	1,010,240.29
Total.....	\$62,615,280.26

CR.

Capital stock	\$27,729,916.51
Funded debt	26,634,825.00
C., B. & Q. sinking fund	2,398,772.12
B. & M. sinking fund.....	1,437,722.94
Profit and loss.....	527,016.39
Suspended debt, principally worthless.....	\$1,080,672.55
Construction expenditures for year ending June 30, 1878, to be written off.....	1,599,342.54
* Income account.....	1,207,012.21
	<u>3,887,027.31</u>
Total.....	\$62,615,280.26

* "It has sometimes been suggested that this surplus fund ought, wholly or in part to be written off against the depreciation of our equipment, and other perishable property."—[Extract from report of Directors, December 31, 1877.]

DESCRIPTION OF ROAD.

Date when the road, or portions thereof were opened for public use :

From Burlington to Ottumwa, August 25, 1859.

From Ottumwa to Chariton, June, 1867.

From Chariton to Afton, August 15, 1868.

From Afton to East Plattsmouth, December 20, 1869.

From Afton to Council Bluffs, January 16, 1870.

* Length of main line of road completed, from Burlington to East Plattsmouth.....282.926

Length of main line of road completed from Red Oak to Hamburg..... 39.291

Length of main line of road completed in Illinois..... 322.217
369.867

Total length of road belonging to this company..... 692.084

Aggregate length of sidings and other tracks not otherwise enumerated, including leased lines 276.576

Same in Iowa, including leased lines..... 98.886

Aggregate length of tracks, not including sidings, belonging to this company computed as single track..... 766.008

Same in Iowa 322.217

Gauge of track..... 4 feet 8½ in.

Total length of tracks belonging to this company laid with steel rails in Iowa, miles 202 19-100

Weights per yard.....60 lbs.

Total length of tracks belonging to this company laid with iron rails..... 318.844

Weights per yard, main line.....60 lbs.

Branches48 to 56 lbs.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract.

Fox River line, from Geneva to Streator, Illinois..... 68.493

Rock Falls line, from Shabbona to Rock Falls, Illinois..... 46.434

Clinton line, from Mendota to Clinton, Illinois..... 61.604

Rushville line, from Buda to Rushville, Illinois..... 107.186

Keithsburg line, from Galva to Keithsburg, Illinois..... 56.328

Carthage line, from Carthage Junction, to Quincy, Illinois..... 70.130

Q. A. & St. Louis line, from Quincy to E. Louisiana, and E. Hannibal..... 46.319

456.494

Keokuk line, from Burlington to Keokuk, Iowa.....42.466

A. K. & D. line, from Albia to Knoxville, Iowa33.216

Chariton line, from Chariton to Leon, Iowa.....37.760

Creston line, from Creston to State Line, Iowa.....42.675

B. & N. V. Railway line, from Villisca to Clarinda.14.190

Kansas City St. Jo. & Council Bluffs line, from Pacific

Junction to Council Bluffs.....16.330

Kansas City St. Jo. & Council Bluffs line, from Hamburg

Junction to E. Nebraska City.....12.180

Creston line, from State Line to Hopkins, Missouri..... 1.860 200.677

St. L., R. I. & C. R. R. via Sterling to Alton Junction..... 250.15

Keithsburg Branch..... 17.90

Branch to Cleveland Coal Field 3.50

Joint interest with C. & N. W. Railway

from R. I. Junction to Sterling..... 5.20

Alton Junction to E. St. L., Trackage... 21.00

* Length in all cases to be given in miles and decimals.

Total length of above roads.....	657.171
Total length of above roads in Iowa	198.817
Total length of above roads in other States, specifying each, Mis- souri.....	1.86
Total miles of road operated by this company.....	1620.50
Total miles of road operated by this company, in Iowa.....	527.034

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 62; aggregate length, feet.....	8,400
Iron bridges, number of, 10 . aggregate length, feet.....	2,998
Wooden trestles, number of, 656; aggregate length, feet....	77,857
Culverts, number of, 1,143; aggregate length, feet.....	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	L'gth. Feet.	WHEN BUILT.
Between Beckwith and Fairfield	2 Girders	Iron.....	84 ft...	1877-1878.....
Between Dudley and Frederic...	2 Girders ...	Iron.....	70 ft ..	1877-1878.....
Between Murray and Thayer.....	1 Girder.....	Iron	42 ft...	1877-1878.....
Keokuk & St. Paul at Wever.....	1 Howe Truss.....	.....	100 ft.	1877-1878.....

Crossings.

What railroads cross your road at grade in this State, and at what locality ?
Chicago & Southwestern Railroad, at Fairfield.
Keokuk & Des Moines Railroad, at Ottumwa.
Central Railroad of Iowa, at two miles east of Albia.
Kansas City, St. Jo., & Council Bluffs Railroad, at Hamburg.
Kansas City, St. Jo., & Council Bluffs Railroad, at Pacific Junction.

What railroads cross your road either over or under grade in this State ?
None.

Number of crossings of highways at grade in this State without pro- tection.....	646
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	8
Number of crossings of highways over railroad.....	8
Number of crossings of highways under railroad.....	None.
Number of highway bridges 18 feet above track	8
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains will come to a full stop within 400 feet before crossing another railroad at grade.

In all cases trains must be run with such care as will insure absolute safety. At many of the crossings signal boards or gates are used, which, with the pre- cautions established by rules, seem to be sufficient for safety.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? The bell must be rung at the distance of eighty rods from the place where the railroad crosses any other road or street, and be kept ringing till the engine shall have crossed said road or street. Bells with steam ringer will be kept ringing while en- gine is in motion. The bell will be rung also as a signal that the train is about to start—the whistle never being used for this purpose. Always ring bell when moving about stations. These regulations are found to be suffi- cient for safety.

Number of stations on whole line.....	273
Same in Iowa.....	92

Employees.

Number of persons regularly employed on all roads operated by company, including officials—Illinois.....	5,174
Same in Iowa.....	3,799

Fencing.

How many miles of fencing have you on your road in Iowa?....	511.12 miles.
How many miles of fencing have you built during the year?	25.36 miles.
What was the average cost per rod?.....	\$1.10
The total cost of same?.....	10,482.13

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender, in Iowa.....	110
Number of locomotives of more than 20 tons weight, exclusive of tender, in Iowa.....	16
Number of passenger-cars on whole line.....	116
Number of cars—sleeping, 11; dining, 4; officers', 4, on whole line.....	19
Number of express, mail, and baggage-cars on whole line.....	63
Number of box freight-cars on whole line.....	5,218
Number of stock-cars on whole line.....	359
Number of platform-cars on whole line	1,925
Number of coal-cars on whole line	
Number of conductors' way-cars on whole line.....	176
Other cars as follows: Wrecking and tool, 5; hand, 421, push, 361.....	787
	<hr/>
	8,663

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? Engine of 36 to 38 tons weight will draw in Iowa about 15 cars, carrying 12 tons, each.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Engine of 36 to 38 tons will draw about 11 passenger and express-cars in Iowa.

Number of locomotives equipped with train-brake.....	123
Number of passenger-cars equipped with train-brake.....	198
What kind of train-brake is in use on your road? Westinghouse air-brake.	
Number of passenger-cars with Miller platform and buffer, including baggage, mail and express.....	198
Number of passenger-cars with any other platform and buffer....	None.

TELEGRAPHS.

Miles of telegraph on line operated by company, in Iowa.....	520½
Miles of telegraph owned by company.....	520½
Number of telegraph offices in company's stations.....	82
Number of telegraph stations operated by company only....	3
Number of telegraph stations operated jointly by rail and telegraph companies.....	79

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	591,085
Miles run by freight trains.....	2,152,762
Miles run by mixed trains—for June, only.....	8,994
<hr/>	
Total mileage of passenger, freight, and mixed trains.....	2,752,841
Miles run by construction and other trains—No record.	.....
<hr/>	
Total engine miles run	4,721,420
Highest rate of fare per mile, for any distance ..	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	3 cents.
Average number of cars in passenger trains, including baggage cars, estimated	6
Average number of cars in freight trains, estimated.....	15
Rate of speed of passenger and express trains, including stops..	24 miles.
Rate of speed of freight trains, including stops.....	12 miles.

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
	IOWA—LOCAL
Grain.....	97,914
Flour.....	4,734
Provisions, (beef, pork, lard, etc.), including salt.	2,646
Animals.....	11,886
Lumber and forest products.....	70,613
Coal and coke.....	131,909
Iron, lead, and other mineral products.....	7,623
Stone, brick, lime, clay, sand, cement, and stucco.....	12,124
Manufactures—including agricultural implements, furniture, and wagons.....	9,237
Merchandise and other articles, not enumerated above.....	88,241
<hr/>	
Total tons carried in Iowa, local	436,937
Total tons carried, inter-state business.....	953,450
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Total.....	1,390,387

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what condition as to rates, etc. what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company runs on the main line and all branches. The express company transports all money for the railroad company free. The railroad company furnishes the cars at its own expense. The express company is not limited to any kind of business, being at liberty to take whatever the allotted space allows. It loads express freight into cars; has sole charge of it; unloads and takes care of it; and assumes all risk and responsibility.

What freight and transportation companies run on your road? There are no contracts with transportation companies.

What amount have you paid other corporations, car loaning companies, [stock companies,] or individuals, not operating railroads, for the use of cars?

National Tube Works.....	\$ 1,800.00
Fort Wayne, Muncie & Cin. R. R.....	409.99
Western Car Co.....	29,840.33

The cars of these companies were not hired especially for Iowa, but were sometimes used there.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars, owned and run by the Pullman Palace Car Company, who regulate the rates for use of cars. Dining-cars owned jointly by this company and the Pullman Palace Car Co., are run in Iowa, and a uniform rate of seventy-five cents is charged per meal.

What is the total amount paid by your company to palace, or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? This company maintains and repairs the cars; and the Pullman Palace Car Co., maintains everything relating to the sleeping apparatus. The Pullman Palace Car Co. receives the entire earnings.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? On main line in Iowa, \$191.20 per mile, and on branches, \$36.00 to \$58.50 per mile.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants.....	\$ 360,072.96
State the number of acres yet to inure to your company from Congressional grants.*	
State the average price at which these lands are offered for sale by the company.....	7.00
State the average price at which these lands have been sold or contracted by the company.....	12.02
State the number of acres sold.....	321,106.19
State the amount received from forfeited contracts (including interest on deferred payments received by the company)	74,639.98
State the gross amount received from sales, contract, forfeited contracts, etc., up to June 30, 1878.....	\$ 2,175,313.10

Lands—State or Swamp-Land Grant.

State the number of acres of swamp-lands received from counties. No swamp-land grant received by the C., B. & Q.

Summary.

Total amount of lands received by company.....	360,072.96	100 acres.
Total amount of lands sold and contracted by company...	321,106.19	100 acres.
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company... ..	\$ 2,175,313.10	

* There are no vacant lands within the limits of the grant which will inure to the company, though the grant falls short over 500,000 acres.

ACCIDENTS TO PERSONS IN IOWA.

DATE. 1877.	NAME OF PERSON.	OCCUPATION.	CAUSE OF ACCIDENT	LOCATION.	CHARACTER OF IN- JURY.
Jan. 6.	John Bou		Jumping from train in motion	Afton	Right leg amputated
Aug. 15.	Chas. F. Schrage		Rear collision unavoidable	Danville	Killed
Aug. 12.	H. Ochlehtayer	(Boy)	Attempting to board train	Ottumwa	Left leg amputated
Aug. 20.	C. A. Clendenin	Brakeman.	Fell from top of train	Near Thayer	Killed
Sept. 5.	Unknown man		Struck on neck—intoxicated.	One mile east of Whitfield	Killed
Sept. 19.	Marlin McAnnally		Lying on track while switching	Shocks	Killed
Oct. 22.	L. P. Adley	Brakeman.	Fell under cars while switching	One mile east of Hamburg	Killed
Oct. 23.	Joseph Moore		Fell off passenger train—drunk	Between Shooks and Chillicothe	Severely Bruised
Oct. 19.	William Coy	Switchman	Coupling cars	W. P. Transfer	Third finger amputated
Oct. 20.	Mrs. Wm. Johnson		Sudden start of train	Lovilla	Somewhat bruised
Nov. 12.	Jas. D. Wilson	Brakeman.	Slipped and fell between cars	Half mile east of Corning	Killed
Nov. 19.	E. H. Mabce	Agent, Malvern.	Fell from top of train while helping to do switching	Malvern	Injuries from which he died
Nov. 28.	Chas. H. Cook	Brakeman.	Coupling two Empire Line cars.	Woodburn	Injuries from which he died
Dec. 8.	R. Hartnough	Section man	On track and struck by engine	Council Bluffs	Killed
Dec. 24.	Wm. McCullen	Laborer	Fell between cars	Near Stanton	Killed
1878.					
Jan. 1.	John Muhan		Walking on track, struck by train	Between Bedford and Conway	Badly bruised
Jan. 6.	Frank Moran	Brakeman.	Fell from top of train.	One mile west of Hillsdale.	Concussion of brain
Jan. 8.	Gus. Johnson	Fireman	An arch-flue of engine burst.	Near Council Bluffs.	Seriously scalded
Jan. 14.	Edwin Bottom	Brakeman.	Fell from top of train.	Emerson	Killed.
Jan. 20.	R. J. Williams	Switchman	Hand caught while coupling	Ottumwa	Two fingers amputated
Feb. 14.	John Russell	Switchman	Neglected to get off track	Two miles west of New London	Left leg broken
March 2.	J. M. Brunk	Brakeman.	Stepped down between cars	Ottumwa	Killed.
March 21.	John Millser		Fell between cars while intoxicated.	Oscola	Killed.
March 19.	Charlie Norton		Ran over by empty coal car.	Dudley	Killed.
March 29.	J. W. Lindsey	Brakeman.	Caught toe in point of frog.	Corning	Killed.
April 4.	Peter Banks	Brakeman.	Caught between U. D. L. cars while coupling	Woodburn	Injuries from which he died
May 10.	P. F. Swift	Conductor.	Getting on train, slipped	Monroe Coal Siding	Right foot injured
June 1.	John Lally	(Boy)	Attempting to jump on train	Albia	Left leg cut off
June 1.	Oscar Heizer	(Boy)	Attempting to jump on train	Prescott	Foot bruised

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control..1	...	
misconduct or want of cau-		
tion.....1	2	
Employees—from causes beyond their control..2	...	
misconduct or want of cau-		
tion .....9	11	
Others—at stations and highway crossings.....0	...	
stealing rides .....0	...	
trespassing on track, etc.....3	3	Total killed ...16
Injured—Passengers—from causes beyond their control..0	...	
misconduct or want of cau-		
tion.....3	3	
Employees—from causes beyond their control..1	...	
misconduct or want of cau-		
tion.....5	6	
Others—at stations and highway crossings.....0	...	
stealing rides.....3	...	
trespassing on track, etc.....1	4	Total injured..13

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents? All frogs and switches are blocked up.

OFFICERS OF THE C., B. & Q. R. R. COMPANY, WITH LOCATION OF OFFICES.

President—John M. Forbes, Boston.
Vice-President and General Manager—C. E. Perkins, Burlington.
Secretary and Treasurer—A. T. Hall, Chicago.
Traffic Manager - C. W. Smith, Chicago.
General Superintendent—T. J. Potter, Burlington.
Assistant General Superintendent—G. O. Manchester, Chicago.
Consulting Engineer, Robert Harris, Chicago.
Superintendent of Telegraph, F. H. Tubbs, Burlington.
Auditor, George Tyson, Boston.
General Passenger Agent, D. W. Hitchcock, Chicago.
General freight Agent, E. P. Ripley, Chicago.
Solicitor, J. M. Walker, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

John M. Forbes, Boston, Massachusetts.
Sidney Bartlett, Boston, Massachusetts.
Chas. J. Paine, Boston, Massachusetts.
T. Jefferson Coolidge, Boston, Massachusetts.
H. S. Russell, Boston, Massachusetts.
J. L. Gardner, Jr., Boston, Massachusetts.
J. N. A. Griswold, Newport, Rhode Island.
Peter Geddis, New York.
J. M. Walker, Chicago, Illinois.
Robert Harris, Chicago, Illinois.
C. E. Perkins, Burlington, Iowa.

General Offices at 102 Michigan Avenue, Chicago.
Date of annual meeting of stockholders, Wednesday after the fourth Monday in March.
Fiscal year of the company, December 31st.

STATE OF IOWA, }
 County of Des Moines. }

C. E. Perkins, Vice-President, and E. D. Barbour, Secretary, of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

[Signed]

[L. S. OF P. R.]

C. E. PERKINS,
 E. D. BARBOUR, *Secy.*

ATTEST.

E. D. BARBOUR, *Secy.*

Subscribed and sworn to before me, this 12th day of October, A. D. 1878,
 by C. E. Perkins.

[L. S.]

H. B. SCOTT, *N.-P.*

Subscribed and sworn to by said E. D. Barbour, before me a notary public of the state of Illinois, in and for Cook county, this 7th day of October, A. D., 1878.

[L. S.]

LESTER O. GODDARD,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 12th day of October, 1878.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired in relation to the issue of stock, the cost and estimated value of road in detail, etc.

Par value of shares	[\$100.00].	
Number of stockholders at date of last election.....	[1,768].	
Number of stockholders in Iowa at same date.....	[1].	
Amount of full-paid stock held in Iowa at same date (2 shares).	\$	200.00
Capital stock issued [number of shares, 276,837.44] amount paid in.....		\$27,683,744.00
Capital stock paid in common.....		15,404,261.00
Capital stock paid in preferred, and conditions of preferment...		12,279,483.00
Capital stock, total amount paid in as per books of the company,		\$27,683,744.00
Capital stock paid in per mile of road owned by company [1,412.34 miles].....		19,601.00

DEBT

CLASS OF BONDS.	Date of issue.	Rate of interest, pr. cent.	Where payable.	When payable.	Amount.
Consolidated mortgage bonds	1875	7	N. Y....	July 1, 1905,	\$ 6,219,000.00
1st Mort. La Crosse Division bonds.....	1863	7	N. Y....	Janu'ry 1, 1893	6,600,000.00
1st Mort. Iowa and Minn. Div. bonds.....	1867	7	N. Y....	July 1, 1897	3,210,000.00
1st Mort. Prairie du Chien Div. bonds ..	1868	8	N. Y....	Feb'ry 1, 1898	3,674,000.00
2d Mort. Prairie du Chien Div. bonds.....	1868	7 3-10	N. Y....	Feb'ry 1, 1898	1,315,000.00
1st Mort. Chicago and Mil. Div. bonds....	1873	7	N. Y....	Janu'ry 1, 1903	2,500,000.00
1st Mort. St. Paul (to River) Div. bonds...	1872	7 gold	Lond...	Janu'ry 1, 1902,	4,000,000.00
1st Mort. Iowa and Dakota Div. bonds....	1869	7	N. Y....	July 1, 1899	601,000.00
1st Mort. Hastings and Dak. Div. bonds...	1872	7	N. Y....	Janu'ry 1, 1902	182,000.00
Second mortgage bonds	1864	7	N. Y....	October 1, 1884	600,000.00
Minnesota Central bonds.....	1864	7	N. Y....	July 1, 1894	100,000.00
Milwaukee & Western bonds.....	1861	7	N. Y....	July 1, 1891	234,000.00
Equipment and bridge bonds	1878	10	N. Y....	June 1, 1883	48,000.00
Real estate, purchase money bonds.....	1864	7	N. Y....	July 1, 1874	17,500.00
Milwaukee City bonds.....	1864	7	N. Y....	March 1, 1874	2,000.00
Total.					\$30,068,500.00

Total amount of funded debt.....	\$30,066,500.00
Unfunded debt incurred in any manner, and how. June pay- rolls and bills payable in July. Current balances.....	750,333.36
Total debt liabilities.....	<u>\$30,816,833.36</u>
Amount of debt liabilities per mile of road [1,412.34 miles]	21,820.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.. ..	27,736,647.30
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Nothing.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$57,499,546.65
Average cost of same per mile	40,712.00
Proportion of same for Iowa.....	13,641,890.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line extension or alteration of road.....	\$387,320.58
Branches, extension or alteration of road, specifying each, (Ne- cedah branch)	45,423.95
Land, one building thereon	108,454.73
Passenger and freight-stations, wood-sheds, and water-stations..	38,104.82
Engine-houses, car-sheds, and turn-tables.....	6,358.16
Steel rails (excess of cost over iron).....	125,160.94
New locomotives	43,200.00
New passenger-cars	30,156.96
New mail and baggage-cars.....	10,201.03
New freight-cars	290,338.82
New fences	2,181.04
New iron bridges, viaducts, etc.....	42,652.03
Total.....	<u>\$1,129,553.06</u>
Property sold and credited property account during the year:	
Old barges at La Crosse.....	\$600.00
Real estate in Milwaukee	200.00
	<u>800.00</u>
Net addition to property account for the year.....	<u>\$1,128,753.06</u>

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades, and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? A large portion of the tracks of this company within the states of Illinois and Wisconsin have been relaid with steel rails; up to this time only fifteen miles of steel have been laid in Iowa. About \$10 per ton is charged to permanent improvement, and the remainder to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1877.....	\$16,257.74	\$159,141.47	\$175,399.21
August, 1877.....	19,237.84	166,485.99	185,723.83
September, 1877.....	14,364.08	187,503.78	201,867.86
October, 1877.....	17,985.35	171,372.19	189,357.54
November, 1877.....	11,929.54	140,391.05	152,320.59
December, 1877.....	12,742.26	129,045.60	141,787.86
January, 1878.....	8,431.99	116,686.77	125,118.76
February, 1878.....	6,685.39	108,127.80	114,813.19
March, 1878.....	6,058.83	162,306.04	168,364.87
April, 1878.....	14,467.78	144,134.29	158,602.07
May, 1878.....	19,061.19	156,808.57	175,869.76
June, 1878.....	19,010.46	152,338.35	171,348.81
Totals.....	\$166,232.45	\$1,794,341.90	\$1,960,574.35

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1877.....	\$45,521.15	\$281,221.15	\$326,742.30
August, 1877.....	64,339.89	375,290.43	439,630.32
September, 1877.....	72,420.93	823,008.93	895,429.86
October, 1877.....	93,928.14	817,198.73	911,126.87
November, 1877.....	83,526.36	587,709.51	671,235.87
December, 1877.....	76,630.87	401,316.44	477,947.35
January, 1878.....	64,467.76	456,555.41	521,023.17
February, 1878.....	74,069.19	427,152.53	501,221.72
March, 1878.....	81,926.03	363,113.51	445,039.54
April, 1878.....	116,068.66	438,687.56	554,756.22
May, 1878.....	113,169.96	451,177.36	564,347.32
June, 1878.....	78,016.67	331,982.16	409,998.83
Totals.....	\$964,085.61	\$5,754,413.76	\$6,718,499.37

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1877.....		\$12,282.18	\$13,580.03	\$6,906.71
August, 1877.....		12,506.43	14,104.06	7,962.85
September, 1877.....		13,426.93	12,450.48	8,574.50
October, 1877.....		12,790.02	12,122.87	10,994.90
November, 1877.....		13,901.78	12,940.39	14,123.46
December, 1877.....		13,553.93	12,954.05	12,885.61
January, 1878.....		13,568.01	13,463.83	13,963.86
February, 1878.....		13,569.26	11,957.04	9,108.29
March, 1878.....		13,870.26	12,966.11	8,088.38
April, 1878.....		13,516.51	12,927.31	6,352.89
May, 1878.....		13,784.66	13,484.24	7,257.88
June, 1878.....		13,953.68	12,549.50	7,894.95
Totals.....		\$160,723.65	\$155,499.91	\$114,114.28

Recapitulation of Earnings.

Receipts from local passengers.....	\$1,794,341.90	
Receipts from through passengers	166,232.45	
		1,960,574.35
Receipts from news service.....		6,947.12
Receipts for express.....		155,499.91
Receipts for extra baggage		6,638.13
Receipts for mails		160,723.65
Receipts for sleeping-cars.....		45,464.50
Total receipts from passenger trains.....		\$2,335,847.66
Receipts from passenger trains, per train mile run (1,444,875 miles), \$1.62.		
Receipts from local freight.....	\$5,754,413.76	
Receipts from through freight.....	961,085.61	
Total receipts from freight trains.....		\$6,718,499.37
Receipts from freight trains, per train mile run (3,801,701 miles), \$1.77.		
Receipts from miscellaneous sources		55,064.53
Total earnings*.....		\$9,109,411.56
Proportion for Iowa.....	\$875,103.22	
Earnings per mile of road operated (248 miles).....	3,528.64	
Per train mile, for passenger, freight, and mixed trains (617,023 miles), \$1.42.		

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly--if so, what percentage? No advance in the rates has been made in any case. Some slight reductions on coal and other heavy freight have been established.

* Earnings of elevators in Milwaukee are not included in this statement.

Receipts other than Earnings.

Receipts from other roads, and decrease of floating assets.....	\$ 244,088.10
Receipts from sale of bonds of company not previously issued..	288,402.14
Receipts from sale of other securities.....	10,000.00
Receipts from sale of real estate, and property.....	800.00
Receipts from increase of floating debt.....	356,511.23
Receipts from all other sources, specifying same, interest, and exchange.....	6,317.23

Total receipts for the year, including net earnings.....\$ 5,277,901.62

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor, and supplies.....	\$ 1,210,052.23
Repairs of bridges—labor, and supplies, and renewal.....	93,944.24
Repairs of fences—labor, and supplies.....	21,456.52
Repairs of buildings—stations, and water-tanks, etc., and renewals.....	88,986.60
New steel rails, deducting old rails sold, included in track... ..	\$ 284,736.87

Total.....\$ 1,414,439.59

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger and freight locomotives—labor, and supplies	\$ 310,498.27
Repairs of cars—labor, and supplies.....	444,871.25
Repairs of machinery and tools—labor, and supplies.....	22,539.99

Total.....\$ 777,909.51

Class 3.—Conducting Transportation.

Fuel.....	\$ 561,314.31
Oil, and waste.....	60,411.55
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	1,395,804.77
Miscellaneous, train, and station supplies, including lights.....	119,314.95
Loss and damage of goods.....	5,920.10
Injuries to persons.....	18,133.48
Damage for stock killed, damages to property, including damages by fire.....	17,237.94
Hire of cars.....	28,348.30
Legal expenses.....	31,952.40
All other expenses chargeable to this account.....	14,060.43

Total.....\$ 2,252,498.23

Class 4.—General Expenses.

Salaries of the general officers of the company, general office expenses, including clerk-hire	\$ 131,545.45
Insurance.....	15,274.52
Taxes in Iowa.....	\$ 30,296.82
Taxes in other states.....	242,974.10—
Advertising, and foreign agencies.....	48,492.40
All other expenses chargeable to this account.....	54,910.52

Total\$ 523,493.81

Recapitulation of Expenses.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3, and 4</i>)	\$ 4,968,341.14
Proportion for Iowa.....	\$ 557,715.97
Per mile of road operated.....	2,248.85
Per train mile for passenger, freight, and mixed trains [617,023 miles].....	0.91
Percentage of expenses to earnings, Iowa.....	63.7
Net earnings per train mile [617,023 miles].....	\$ 0.51

GENERAL RECAPITULATION.

Total earnings (excepting elevators).....	\$ 9,109,411.56
Total receipts during the year.....	\$10,246,242.76
Total operating expenses (excepting elevators)	4,968,341.14
Net earnings—earnings above operating expenses	\$ 4,141,070.42
Total receipts above operating expenses.....	\$ 5,277,901.62
Percentage of net earnings to stock and debt, 7 per cent.	
Percentage of net earnings to cost of road and equipment, 7 per cent.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 2,152,972.61
Interest falling due during the year, but not paid...\$	7,027.39
Total interest liability for the year, say.....	2,160,000.00
Receipts above operating expenses and interest.....	3,124,929.01
Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 1,129,553.06
Amount paid during the year for permanent improvements, and charged to operating expenses	
Bonds and stock redeemed.....	224,750.75
Bonds and stock of other roads purchased.....	428,454.50
Dividends declared, 3½ per cent. for the year 1876.....	429,606.90
Dividends declared, 3½ per cent. for the year 1877.....	429,781.90
Dividends declared, 3½ per cent. for the year 1877.....	429,781.90
Date of last dividend declared, February 26, 1878.	
Sinking fund.....	53,000.00
Total	\$ 5,277,901.62

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Cost of road and equipment, etc.....	\$ 57,499,546.65
Materials and stores on hand	252,576.22
Investments	2,294,675.63
Cash on hand, etc.....	210,921.03
Bills receivable.....	8,500.00
Due from agents, and other companies, and individuals—current balances	566,089.40
	<u>\$60,832,308.93</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

CR.

Preferred stock.....	\$ 12,279,483.00
Common stock.....	15,404,261.00
Bonds outstanding.....	30,066,500.00
Incumbrances assumed.....	7,218.00
Unpaid pay-rolls and bills.....	537,857.91
Dividends and interest unclaimed.....	28,853.75
Balances due other companies, individuals, etc. Current bal- ances	183,621.70
Coupon ticket account.....	47,958.16
Income account	2,276,555.41
Total	\$ 60,832,308.93

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
Sixty-three miles, from McGregor to Cresco, December, 1866.	
Twenty-two miles, from Cresco to State Line, December, 1867.	
Eighty-four miles, from Calmar to Clear Lake, fall of 1869.	
Forty-two miles, from Clear Lake to Algona, August, 1870.	
Twenty-eight miles, from Mason City to State Line, November, 1870.	
Nine miles, from Conover to Decorah, September, 1869.	
* Length of main line of road completed in Iowa.....	247.72 miles.
Length of main line of road completed in Illinois.....	45.00 miles.
Length of main line of road completed in Wisconsin.....	680.69 miles.
Length of main line of road in Minnesota.....	352.13 miles.
Sabula to Marion, Iowa (separate report)	86.80 miles.
Total length of road belonging to this company.....	1,412.34 miles.
Aggregate length of sidings and other tracks not above enu- merated.....	Not known.
Same in Iowa.....	21.25 miles.
Aggregate length of tracks belonging to this company in Iowa, computed as single track.....	268.97 miles.
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails in Iowa [weights per yard, 60 lbs.].....	11.58 miles.
Total length of tracks belonging to this company laid with iron rails in Iowa [weights per yard, 60 lbs.]	257.39 miles.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each? Madison & Portage Railroad, length.....		39 miles.
Oshkosh & Mississippi River Railway.....		20 miles.
Dubuque Southwestern Railroad.....		54.76 miles.
Total length of above roads.....		113.76 miles.
Total length of above roads in Iowa.....		54.76 miles.
Wisconsin.....		59 miles.
Total miles of road operated by this company.....		1,526.10 miles.
Total miles of road operated by this company in Iowa.....		†389.28 miles.

* Length in all cases given in miles and decimals.

† This includes length of Western Union Division, comprising lines from Sabula to Marion, 86.80 miles, formerly known as the Sabula, Ackley & Dakota Railroad; and from Cedar Rapids to Farley, 54.76 miles, known as the Dubuque Southwestern Railroad. For these lines separate reports of earnings are made.

Number of Bridges and Trestles on Whole Line in Iowa.

Wooden bridges, number of, 51 ; aggregate length, feet..... 3,753
Wooden trestles, number of, 178 ; aggregate length, feet.....12,031
Culverts, number of, 147 ; aggregate length, feet..... 915

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Fort Atkinson.....	Howe truss.....	Wood.....	108 ft....	1878...
Fort Atkinson.....	Howe truss.....	Wood.....	78 ft....	1878...
Chickasaw.....	Howe truss.....	Wood.....	88 ft....	1877...
Rudd.....	Howe truss.....	Wood.....	88 ft....	1877...
On Decorah Branch.....	Howe truss ...	Wood.....	68 ft....	1878...
On Decorah Branch.....	Seven bridges, straining beam truss.....	Wood.....	Each 45 ft....	1877...
Giard.....	Three bridges, straining beam truss	Wood.....	Each 45 ft....	1878...
Giard.....	Four bridges, straining beam truss.....	Wood.....	Each 45 ft....	1877...

Crossings.

What railroads cross your road at grade in this state, and at what locality?
Illinois Central Railroad at Charles City.
Burlington, Cedar Rapids & Northern Railroad at Nora Springs and Plymouth.
Central of Iowa Railroad at Mason City Junction.
What railroads cross your road either over and under your grade in this state?..... None.
Number of crossings of highways at grade in this state without protection..... 234
Number of crossings of highways at grade in this state at which there are gates or flagmen.....
Number of crossings of highways over railroad.....
Number of crossings of highways under railroad.....
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All engines with or without trains are obliged to stop dead within 400 feet of all railroad crossings and not proceed until track is clear. Sufficient.
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistling-posts are set 80 rods each side of public highways, and all engines must blow whistle at these posts, and ring bell, until highway is crossed. Sufficient.

Stations.

Number of stations, say..... 246
Same in Iowa..... 63

Employes, as per June 1, 1878—Pay-Rolls.

Number of persons regularly employed on all roads operated by company, including officials..... 6,550
Same in Iowa, say 1,080

FENCING.

How many miles of fencing have you on your road in Iowa?.....	178 miles.
How many miles of fencing have you built during the year?.....	6 miles.
What was the average cost per rod?.....	60 cents.
The total cost of same?	\$ 1,152.00
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
1.88 miles in Winneshiek county.	
7.50 miles in Chickasaw county.	
14.81 miles in Floyd county.	
14.06 miles in Cerro Gordo county.	
16.68 miles in Hancock county.	
9.00 miles in Kossuth county.	
1.69 miles in Mitchell county.	
Aggregate amount, 65.82 miles.	

ROLLING STOCK IN IOWA.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	16
Number of locomotives of more than 20 tons weight, exclusive of tender.....	6
Number of locomotives of 8-wheel.....	12
Number of express and baggage cars.....	6
Number of box freight cars.....	400
Number of stock cars.....	20
Number of platform cars.....	} 55
Number of coal cars.....	
Number of conductors' way cars.....	14

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engine generally used. Cannot state with certainty. Upon some lines 200 tons would be a fair average; on other lines 140 tons, on account of high grades.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. Our passenger trains in the state of Iowa are necessarily very light, requiring only our smallest engines. Not more than five cars are required on any of our lines in Iowa. Passenger engines used in that state would average about 30 tons.

Number of locomotives equipped with train-brake.....	4
Number of passenger cars equipped with train-brake.....	6
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer	8
Number of passenger cars with any other platform and buffer...	4

TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	36
Number of telegraph stations operated by company.....	36
Number of telegraph stations operated jointly by rail and telegraph companies.....	0

MILEAGE, TRAFFIC, Etc.

	IOWA.	ENTIRE LINE.
Miles run by passenger trains during the year.....	81,652	1,319,470
Miles run by freight trains.....	399,576	3,550,892
Miles run by mixed trains.....	135,795	376,214
Total mileage of passenger, freight and mixed trains.....	617,023	5,246,576
Miles run by construction and other trains.....	36,689	369,025
Total train miles run.....	653,712	5,615,601
Number of through passengers.....		15,190
Number of local passengers.....		1,292,563
Total number of passengers carried.....		1,307,753
Total passenger mileage, or passengers carried one mile.....		62,110,479
Average amount received from each passenger.....		\$1.50
Average distance traveled by each passenger.....		48 miles.
Number of tons of through freight carried.....		244,618
Number of tons of local freight carried.....		1,809,972
Total tons of freight carried.....		2,054,590
Total freight mileage, or tons carried one mile.....		352,313,393
Highest rate of fare per mile, for any distance.....	4 cents--Iowa.	
Lowest rate of fare per mile, for any distance (single fare)..	24-10 cents-Iowa.	
Average rate of fare per mile, for <i>all</i> passengers ..	3 18-100 cents.	
Average rate received per mile per ton for all freight carried.....	1 92-100 cents.	
Average number of cars in passenger-trains, including baggage-cars.....		5
Average number of cars in freight-trains.....		20
Rate of speed of passenger and express-trains, including stops.....		32 miles.
Rate of speed of freight-trains, including stops.....		10 miles

Tonnage of Articles Transported—Entire Line.

	TONS.	PER CENT.
Grain.....	759,251	36.95
Flour.....	233,447	11.36
Provisions (beef, pork, lard, etc.).....	32,007	1.56
Animals.....	74,607	3.63
Other agricultural products.....	29,239	1.42
Lumber and forest products....	347,187	16.90
Coal.....	91,517	4.45
Salt.....	20,757	1.01
Railroad iron, iron and steel rails, pig and bloom iron, other iron and castings, and ores.....	37,725	1.84
Stone and brick, lime, sand, plaster, cement, &c.....	41,838	2.04
Manufactures, including agricultural implements.....	30,813	1.50
Merchandise and other articles, not enumerated above.....	356,202	17.34
Total tons carried.....	2,054,590	100

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company, per day, \$300; United States Express Company, per day, \$200. For all lines operated by the company, excepting the Western Union Division, reported separately. Freights taken at depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? The freight cars of all connecting roads, or fast freight lines, occasionally pass over our road when containing through freight, but no special preference is given to freight therein either in way of speed of transit, or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general offices of said company, and amount paid to each?

Ames Transportation Co., Chicago, Illinois.....	\$ 3.06
Anderson, F. A. & Co., Chicago, Illinois.....	9.94
Arnot, M. H. & Co., Elmira, New York.....	1.72
Allis, E. P. & Co., Milwaukee, Wisconsin.....	78.37
Blue Line, Rochester, New York.....	1,820.73
Comstock C. C. Grand Rapids, Michigan.....	9.16
Canada Southern Line, Buffalo, New York.....	194.82
Diamond Line, Detroit, Michigan.....	765.15
Empire Line, Philadelphia, Pennsylvania.....	941.11
Erie & Pacific Despatch, Indianapolis, Indiana.....	56.94
Erie & No. Shore Line, Detroit, Michigan.....	3,645.28
Eureka Coal Co., Chicago, Illinois.....	1,046.76
Fish Bros. & Co., Racine, Wisconsin.....	17.32
Great Western Despatch, New York City.....	219.24
Hoosac Tunnel Line, Rochester, New York.....	722.18
Joliet Iron and Stone Co., Joliet, Illinois.....	47.51
Mitchell, Lewis & Co., Racine, Wisconsin.....	59.67
Menasha Wooden Ware Co., Menasha, Wisconsin.....	81.48
National Line, Pittsburg, Pennsylvania....	651.02
National Despatch, St. Albans, Vermont.....	1,155.06
Russell & Co., Massillon, Ohio.....	9.47
Red Line, Buffalo, New York.....	5,891.40
Star Union Line, Pittsburg, Pennsylvania.....	2,309.46
Streator Coal Co., Streator, Illinois.....	2.93
White Line, Buffalo, New York.....	45.71
Wilmington Coal and Mining Co., Chicago, Illinois.....	229.01
Watson Coal Co., Knightsville, Indiana.....	29.69
Western Mining and Transportation Co., Terra Haute, Indiana.....	80.48
White Star Line, Erie, Pennsylvania.....	9.13
Total.....	\$20,133.80

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? We run no dining-room cars, and use sleepers of the Chicago, Milwaukee & St. Paul Railway. Additional charges for accommodations in sleepers are between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? This company owns its own sleepers, and re-

ceives the earnings of the same. In making a through line from St. Louis to Minneapolis, in connection with the Central Railroad of Iowa, two Pullman cars run over our road under an arrangement which was made by the Central Railroad of Iowa. In this case the Pullman Palace Car Company receive the earnings and keep the cars in perfect repair at their own expense, we paying 3 cents per mile for the use of the car on our portion of the line.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

McGregor to Calmar ..	\$95.00 per mile per annum.
Calmar to State Line.....	68.40 per mile per annum.
Conover to Decorah.....	55.00 per mile per annum.
Calmar to Algona.....	45.60 per mile per annum.
Mason City to State Line.....	50.00 per mile per annum.

Lands—Congressional Grant.

This company owns no land.

ACCIDENTS TO PERSONS IN IOWA.

July 28, 1877—John Van Male, tramp, one mile east of Giard, attempting to jump on moving train; several cuts on head; not serious. His own fault.

July 21, 1877—S. F. Jones, employe, engineer, McGregor; foot crushed; caught it between engine and tender His own fault.

October 2, 1877—J. M. Morse, employe, Conductor, Ossian; fell from top of train; ankle sprained. His own fault.

October 31, 1877—James Lynch, employe, brakeman, Giard; coupling cars. Finger broken. His own fault.

November 5, 1877—John Hargraves, employe, brakeman, Monona; coupling cars; finger injured; no bones broken. His own fault.

November 21, 1877—Wm. Valandingham, employe, brakeman, McGregor; fell from side of car while switching; right arm bruised, not seriously. His own fault.

December 23, 1877—Wm. Doyle, employe, brakeman, Beulah; fell on track from moving train; both legs broken—died. His own fault.

January 30, 1878—Wm. R. Valandingham, employe, brakeman, McGregor; coupling cars; right hand thumb and two fingers amputated. His own fault.

January 18, 1878—John McManus, tramp, McGregor, was lying on track intoxicated; both legs cut off—died next day. His own fault.

February 20, 1878—G. W. Gist, drayman, Nora Junction; jumping on moving train; four toes of one foot taken off. His own fault.

April 10, 1878—George Cross, employe, brakeman, Decorah, coupling cars, body squeezed, not seriously. His own fault.

April 17, 1878—George Campbell, employe, brakeman, Decorah, coupling cars; thumb taken off, and hand injured. His own fault.

May 6, 1878—Sever Wongsness, employe, laborer, Ridgeway, bar of iron falling; back of head bruised, not seriously. His own fault.

May 25, 1878—Daniel Crimmings, employe, brakeman, Calmar, fell from moving train upon track; leg cut off—died. His own fault.

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their			
control	None.		
misconduct or want of			
caution	None.		
Employees—from causes beyond their			
control	None.		
misconduct or want of			
caution	2	2	
Others—at stations and highway cross-			
ings	None.		
stealing rides	None.		
trespassing, on track, etc.....	1	1	Total killed... 3
Injured — Passengers — from causes beyond			
their control.....	None.		
misconduct or want of			
caution	None.	None.	
Employees—from causes beyond their			
control	None.		
misconduct or want of			
caution	9	9	
Others—at stations and highway cross-			
ings	None.		
stealing rides	None.		
attempting to jump on mov-			
ing train	2		
trespassing, on track, etc.....	None.	2	Total injured 11

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Alexander Mitchell, Milwaukee.
Vice President, Julius Wadsworth, New York.
Secretary, R. D. Jennings, Milwaukee.
Treasurer, R. D. Jennings, Milwaukee.
General Manager, S. S. Merrill, Milwaukee.
Assistant General Manager, Jno. C. Gault, Milwaukee.
Division Superintendents, H. C. Atkins, C. & M., La C. & P. D. C. Divisions,
Milwaukee; L. B. Rock, Northern Division, Milwaukee; C. H. Prior, I. & M.
River, I & D., & H. & D. Divisions, Minneapolis; D. A. Olin, Western Union
Division, Racine.
Chief Engineer, D. J. Whittemore, Milwaukee.
Auditor, James P. Whaling, Milwaukee.
General Passenger Agent, A. V. H. Carpenter, Milwaukee.
General Freight Agent, W. G. Swan, Milwaukee.
General Solicitor, John W. Cary, Milwaukee.

NAMES OF DIRECTORS WITH RESIDENCE.

Alexander Mitchell, Milwaukee.
Julius Wadsworth, New York.
W. S. Gurnee, New York.
S. Chamberlain, Cleveland.
John M. Burke, New York.
Peter Geddes, New York.
David Dows, New York.
J. Millbank, New York.
Geo. W. Weld, Boston.
A. R. Van Nest, New York.
John Plankinton, Milwaukee.
S. S. Merrill, Milwaukee.
J. Bowman, Kilbourn city.

General offices at Milwaukee, Wisconsin.

Date of annual meeting of stockholders, June.

Fiscal year of the company, January 1st to December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

STATE OF WISCONSIN, }
County of Milwaukee. }

Sherburn S. Merrill, General Manager, and Royal D. Jennings, Secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

S. S. MERRILL,
General Manager.
R. D. JENNINGS,
Secretary.

Subscribed and sworn to before me, this 29th day of October, A. D., 1878.

[L. S.]

G. E. WEISS,
Notary Public, Milwaukee County, Wisconsin.

Received and filed in the office of the Commissioners of Railroads, this 31st day of October, 1878.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—Western Union Division.

Formerly the Sabula, Ackley and Dakota and Dubuque Southwestern Railroads; the latter Operated from May 22 to June 30, 1878.

CAPITAL STOCK.

[See report of Chicago, Milwaukee & St. Paul Railway Company.]

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 39.75	\$ 587.20	\$ 626.95
August,	1877	26.35	610.61	636.96
September,	1877	126.95	736.90	863.85
October,	1877	31.45	722.30	753.75
November,	1877	51.70	788.55	840.25
December,	1877	15.65	837.90	853.55
January,	1878.	27.65	842.20	869.85
February,	1878	38.60	599.00	637.60
March,	1878	26.35	861.65	888.00
April,	1878	53.60	570.65	624.25
May,	1878	259.40	1,555.95	1,815.35
June,	1878	912.80	2,975.59	3,888.39
Totals		\$ 1,610.25	\$11,688.50	\$13,298.75

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877.....	\$ 776.34	1,909.35	\$ 2,685.69
August,	1877.....	1,312.61	2,706.17	4,018.78
September,	1877.....	1,628.77	3,637.05	5,265.82
October,	1877.....	1,527.66	3,392.01	4,919.67
November,	1877.....	573.47	3,214.18	3,787.65
December,	1877.....	474.09	4,343.25	4,817.34
January,	1878.....	740.16	4,492.69	5,232.85
February,	1878.....	932.84	4,507.28	5,440.12
March,	1878.....	939.61	2,911.25	3,850.86
April,	1878.....	844.49	2,658.39	3,502.88
May,	1878.....	1,718.35	4,439.55	6,157.90
June,	1878.....	750.10	7,926.84	8,676.94
Totals		\$12,218.49	\$46,138.01	\$58,356.50

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	TELE- GRAPH.	MISCELLA- NEOUS.
July,	1877	\$ 365.63	75.00	24.18	\$ 6.75
August,	1877	365.63	75.00	26.16	12.10
September,	1877	365.63	75.00	31.94	5.70
October,	1877	365.63	75.00	32.35	17.45
November,	1877	365.63	75.00	36.52	7.70
December,	1877	365.63	75.00	20.44	1.80
January,	1878	365.63	75.00	48.74	.50
February,	1878	365.63	75.00	60.52	9.50
March,	1878	365.63	75.00	42.35	3.95
April,	1878	365.63	75.00	37.44	7.75
May,	1878	430.53	108.50	42.65	4.00
June,	1878	605.55	172.50	38.75	10.50
Totals		\$ 4,692.33	\$ 1,031.00	\$ 442.04	\$ 87.70

Recapitulation of Earnings.

Receipts from local passengers.....	\$ 11,688.50
Receipts from through passengers.....	1,610.25
Receipts for express.....	1,031.00
Receipts for mails.....	4,692.38
<hr/>	
Total receipts from passenger trains... ..	\$ 19,022.13
Receipts from passenger trains, per train mile run, [28.383 miles].....	\$0.67
Receipts from local freight.....	46,138.01
Receipts from through freight	12,218.49
<hr/>	
Total receipts from freight trains.....	\$ 58,356.50
Receipts from freight trains, per train mile run [48.224 miles]	\$1.21
Receipts from miscellaneous sources	529.74
<hr/>	
Total earnings	\$ 77,908.37

Proportion for Iowa.....\$77,908.37
 Earnings per mile of road operated (93 miles)..... 837.72
 87 miles for 10½ months, } Average distance operated, 93 miles.
 142 miles for 1½ months, }
 Per train mile, for passenger, freight and mixed trains [76.607
 miles].....\$1.01

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? Not any.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor, supplies (exclusive of new rails).....	\$39,852.73	
Repairs of bridges—labor and supplies.....	9,727.42	
Repairs of fences—labor and supplies.....	101 04	
Repairs of buildings stations, water-tanks, etc	2,147.68	
Repairs of telegraph.....		Included in repairs of track.
Repairs and additions to machine shops and machinery		
Tools for road work		
Road-crossings, signs, etc.....		
New rails, deducting old rails sold—none.....		
Removing ice and snow		
All other expenditures chargeable to this account.....		
Total.....	\$51,828.87	

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives	\$2,730.45
Repairs of cars	3,914.66
Repairs of machinery and tools—labor and supplies.....	185.98
Total	\$6,831.09

Class 3.—Conducting Transportation.

Fuel	6,096.29
Oil and waste	1,462.79
Wages of employes—conductors, enginemen, brakemen, station- men (all grades) and clerks.....	20,266.15
Miscellaneous train and station supplies.....	1,214.07
Loss and damage of goods.....	9.94
Injuries to persons	26.55
Damage for stock killed, and property, including damages by fire,	181.50
Hire of cars.....	49.53
Legal expenses.....	\$8.00
All other expenses chargeable to this account	308.00
Total	\$29,652.82

Class 4.—General Expenses.

Salaries of the general officers of the company, general office expenses, including clerk-hire, rent, fuel, lights, etc.....	\$3,273.75
Taxes in Iowa.....	6,099.44
Total.....	\$9,373.19

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$97,685.97
Proportion for Iowa	\$97,685.97
Per mile of road operated.....	1,050.39
Per train mile for passenger, freight, and mixed trains [76,607 miles], \$1.28.	
Expense of running and management of passenger trains per train mile.....	} Cannot state
Expense of running and management of freight trains per train mile.....	
Percentage of expenses to earnings.....	125 per cent.

GENERAL RECAPITULATION.

Total earnings.....	\$77,908.37
Operating expenses	97,685.97

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :	
From Sabula to Preston, December, 1870.	
From Sabula to Delmar, October, 1871.	
From Sabula to Marion, December, 1872.	
Length of the main line of road completed, from Sabula to Marion, in Iowa.....	86.80 miles.
Total length of road belonging to this company.....	86.80 miles.
Aggregate length of sidings and other tracks not above enumerated	4 ⁴⁰⁶⁰ / ₅₂₉₀ miles.
Aggregate length of tracks belonging to this company computed as single track.....	91 ³⁰⁰⁴ / ₅₂₆₀ miles.
Gauge of track.....	4 feet 8½ inches.
Total length of tracks belonging to this company laid with iron rails	91 ³⁰⁰⁰ / ₅₂₉₀ miles.
Weights per yard	50 pounds.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each ? Dubuque Southwestern Railroad, Cedar Rapids to Farley.....	54.76 miles.
Total miles of road operated by this company	141.56 miles.

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 56 ; aggregate length, feet.....	7,941
Wooden trestles, number of, 5 ; aggregate length, feet.....	2,436
Culverts, number of, 229 ; aggregate length, feet.....	2,746

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Wapsie.....	Howe Truss, 2 span.....	Wood.....	260 feet.....	1877.....
Maquoketa.....	Howe Truss, 2 span.....	Wood.....	217 feet.....	1877.....
Crow Creek.....	Brace Bridge.....	Wood.....	56 feet.....	1877.....

Crossings.

What railroads cross your road at grade in this State, and at what locality?
 Davenport & Northwestern Railroad, at Delmar.
 Chicago & Northwestern Railroad, at Delmar.
 Davenport & Northwestern Railroad, at Oxford.
 Davenport & Northwestern Railroad, at Monticello.
 Chicago & Northwestern Railroad, at Anamosa.

What railroads cross your road either over or under your grade in this State, and where? None.

Number of crossings of highways at grade in this State without protection.....	149
Number of crossings of highways at grade in this State at which there are gates or flagmen	None.
Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	3
Number of highway bridges 18 feet above track.....	3
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Come to a full stop 400 feet from crossing. They are found to be sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? The whistle is blown, and the bell is rung. Yes! sufficient.

Stations, &c, in Iowa.

Number of stations	29
Number of persons regularly employed on all roads operated by company, including officials.....	230
How many miles of fencing have you on your road in Iowa?...	229.12
How many miles of fencing have you built during the year?....	2.60
What was the average cost per rod?	\$ 0.70
Total cost of same?	604.45

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

4 miles in Dubuque county.
 6 miles in Delaware county.
 16 miles in Jones county.
 14 miles in Linn county.
 14 miles in Jackson county.
 All fenced in Clinton county.
 Aggregate amount, fifty-four miles.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender	8
Number of passenger cars—8-wheel.....	4
Number of express and baggage cars.....	3
Number of box freight cars.....	100
Number of stock cars	50
Number of platform cars.....	5
Number of coal cars	20
Number of conductors' way cars.....	3

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 150 tons—engine, 28 tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 7 cars—engine, 28 tons.

Number of locomotives equipped with train-brake..... 3
 Number of passenger cars equipped with train-brake..... 4

What kind of train-brake is in use on your road? Westinghouse Automatic.
 Number of passenger cars with Miller platform and buffer? All.

TELEGRAPHS.

Miles of telegraph on line operated by company..... 141.56
 Miles of telegraph owned by company? All.
 Number of telegraph offices in company's stations..... 24
 Number of telegraph stations operated by company..... 24
 Number of telegraph stations operated jointly by rail and telegraph companies..... 24

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..... 28,383
 Miles run by freight trains. 48,224
 Total mileage of passenger, freight and mixed trains..... 76,607
 Miles run by construction and other trains..... 12,375
 Total train miles run..... 88,982
 Miles run by rented cars 7,144
 Number of through passengers..... 657
 Number of local passengers..... 17,642
 Total number of passengers carried 18,299
 Total passenger mileage, or passengers carried one mile..... 344,904
 Average amount received from each passenger 73 cents.
 Average distance traveled by each passenger..... 19 miles.
 Number of tons of through freight carried..... 7,565
 Total mileage of through freight 651,806
 Number of tons of local freight carried..... 48,181
 Total mileage of local freight 1,245,436
 Total tons of freight carried 55,746
 Total freight mileage, or tons carried one mile 1,897,242
 Highest rate of fare per mile, for any distance..... 4 cents.
 Lowest rate of fare per mile, for any distance (single fare),.... 3 7-16 cents.
 Average rate of fare per mile received for through passengers, 3 75-100 cents.
 Average rate of fare per mile received for local passengers.... 3 87-100 cents.
 Average rate of fare per mile for all passengers..... 3 86-100 cents.
 Average rate received per mile, per ton for through freight... 1 87-100 cents.
 Average rate received per mile, per ton for local freight 3 70-100 cents.
 Average rate received per mile, per ton for all freight carried. 3 7-100 cents.
 Average number of cars in passenger trains, including baggage cars..... 2
 Average number of cars in freight trains..... 15
 Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers..... 100 tons.
 Average weight of freight trains, including locomotive and tender in working order, exclusive of freight..... 163 tons.
 Rate of speed of passenger and express trains, including stops..... 20 miles per hour.
 Rate of speed of freight trains, including stops..... 10 miles per hour.

TONNAGE OF ARTICLES TRANSPORTED.*

	TONS.	PER CT.
Grain.....	11,875	21.30
Flour.....	178	.31
Provisions (beef, pork, lard, etc.).....	524	.93
Animals.....	10,653	19.11
Other agricultural products.....	48	.08
Lumber and forest products.....	8,030	14.40
Coal.....	15,456	27.73
Plaster.....	77	.14
Salt.....	504	.90
Pig and bloom iron.....	114	.24
Other iron and castings.....	104	.18
Stone and brick.....	2,802	5.03
Manufactures—articles shipped from point of production.....	442	.79
Merchandise and other articles, not enumerated above.....	4,939	8.86
Total tons carried.....	55,746	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.: what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Co. Sabula to Marion, \$75.00 per month. Cedar Rapids to Farley, once and a half first class rates, and \$1.50 per day messenger fare. Do a general express business, and take the freight at depot.

What freight and transportation companies run on your road? None.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals not operating railroads, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Mitchell, Lewis & Co., Racine, Wisconsin.....	\$1.30
Erie & North Shore Line.....	.66
Star Union Line.....	.15
Blue Line.....	1.74

Total amount paid..... \$3.85

Do sleeping, parlor, or dining-room cars run on your road? No sleepers or dining-room cars.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$7,266.74 per annum, for one train each way, daily.

Lands—Congressional Grant.

See *Dubuque Southwestern Railroad Report*.

Lands—State or Swamp Land Grant.

State the value of donations of right of way and station grounds to your company.

State the value of donations of other real estate to your company.—See *Dubuque Southwestern Railroad Report*.

* Included in report of Chicago, Milwaukee & St. Paul Railway.

ACCIDENTS TO PERSONS IN IOWA.

September 15, 1877—Alex. Fulton, acting conductor of train No. 1, while switching at Sabula, at 8.15 this A. M., broke his right leg, above the knee, in the following manner: He was ascending between two stock cars, by the end slats, thinking that the cars would not move until he had reached the roof, but they did move, and his limb was caught just as he reached the roof, at about a right angle between the tops of the cars, and of course with unfortunate result as stated.

OFFICERS OF THE WESTERN UNION DIVISION, WITH LOCATION OF OFFICES.

President, Vice-President, Secretary, Treasurer, General Manager.—See *Chicago, Milwaukee & St. Paul Railway Company*.

General Superintendent, D. A. Olin, Racine, Wisconsin.

Assistant General Superintendent, D. Flanigan, Savanna, Illinois.

Superintendent of Telegraph, D. L. Bush, Racine, Wisconsin.

Auditor, P. Tyrrell, Racine, Wisconsin.

General Passenger and Freight Agent, Fred Wild, Racine, Wisconsin.

Attorneys, general and local, H. T. Fuller, Racine, Wisconsin.

NAMES OF DIRECTORS WITH RESIDENCE.

See *Report of Chicago, Milwaukee & St. Paul Railway Company*.

General offices at Racine, Wisconsin.

Date of annual meeting of stockholders.—See *Report of C., M. & St. P. R'y Co.*

Fiscal year of the company.—Same.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)—See *Report of C., M. & St. P. R'y Co.*

STATE OF WISCONSIN, }
County of Racine. }

D. A. Olin, General Superintendent, and P. Tyrrell, Auditor, of the Chicago, Milwaukee & St. Paul Railway—Western Union Division—Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

D. A. OLIN, *Genl. Supt.*

P. TYRRELL, *Auditor.*

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

[L. S.]

WM. C. WHITE.

Notary Public, Wisconsin.

Received and filed in the office of the Commissioners of Railroads, this 7th day of November, 1878.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	Not fixed.
Par value of shares	\$ 100.00
Number of stockholders at date of last election.....	844
Number of stockholders in Iowa at same date.....	1
Amount of full-paid stock held in Iowa.....	50,000.00
Capital stock issued [number of shares——] amount paid in	\$36,812.500.53
Common stock outstanding	15,109,655.97
Capital stock paid in preferred stock outstanding and conditions of preferment.....	21,702,844.56
Preference 7 per cent.	
Capital stock paid in per mile of road owned by company [1,145.50 miles]	\$2,136.62

DEBT.

Funded debt as follows :

NAME OF BONDS.	When due.	Rate of interest, pr. cent.	Interest payable.	Bonds outstanding.
Preferred sinking fund	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	\$ 1,214,100.00
Funded coupon	Nov. 1, 1883	7 c'y	May 1, and Nov. 1	703,600.00
General first mortgage.....	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	3,457,900.00
Appleton extension	Aug. 1, 1855	7 c'y	Feb. 1, and Aug. 1	116,000.00
Green Bay extension.	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	235,000.00
Galena & Chicago Union first mort.....	Feb. 1, 1882	7 c'y	Feb. 1, and Aug. 1	1,660,000.00
Galena & Chicago Union second mort.	Past due...	7 c'y	.....	2,000.00
Mississippi River bridge.....	Jan. 1, 1884	7 c'y	Jan. 1, and July 1	153,000.00
Elgin and State Line ..	July 1, 1878	6 c'y	Jan. 1, and July 1	114,500.00
Peninsula first mortgage.....	Sept. 1, 1898	7 c'y	Mar. 1, and Sept. 1	272,000.00
Beloit and Madison	Jan. 1, 1888	7 c'y	Jan. 1, and July 1	.....
			Feb. 1, and May 1	249,000.00
Consul sinking fund	Feb. 1, 1915	7 c'y	Aug. 1, and Nov. 1	4,718,000.00
Chicago & Mil. Railway first mortgage	Jan. 1, 1898	7 c'y	Jan. 1, and July 1	1,700,000.00
Madison extension gold	Apr. 1, 1911	7 gold	Apr. 1, and Oct. 1	3,150,000.00
Menominee extension gold.....	June 1, 1911	7 gold	June 1, and Dec. 1	2,700,000.00
General consolidated gold.....	Dec. 1, 1902	7 gold	June 1, and Dec. 1	12,843,000.00
Total.....	.....	.....	.....	\$32,793,000.00
Menominee River R. R.....	July 1, 1906	7 c'y	Jan. 1, and July 1	400,000.00
Total amount of funded debt.....	.....	.....	.....	\$33,193,000.00

Unfunded debt incurred in any manner.....	Nothing.	
Amount of debt liabilities per mile of road [1,199.21 miles]....	\$	27,679.06
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Iowa Midland Railroad Co., first mortgage bonds.....	\$1,350,000.00	
Winona & St. Peter Railroad Co., second mortgage bonds	2,750,000.00	
Winona & St. Peter extension bonds.....	4,375,000.00	

COST OF ROAD AND EQUIPMENT.

Construction of Road, and Branches (not reported separately), Built by Company

Total Expended for Construction.....	\$63,174,409.72
Average cost of construction per mile of road, (not including sidings), 1,199.21 miles.....	52,680.02
* Proportion of cost of construction for Iowa.....	
Total for equipment.....	8,301,091.60
Average cost of equipment per mile of road operated by Company in the State.....	4,750.56
Proportion of cost of equipment for Iowa.....	2,347,014.17
Total cost of road and equipment.....	71,475,501.32
Average cost of same per mile.....	57,430.58

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line extension or alteration of road, branches, and double track extension.....	\$	331,030.63
Land.....		22,234.02
Passenger and freight stations, wood-sheds, water stations, engine-houses, car-sheds, and turn-tables		86,082.07
New equipment.....		212,244.38
Machine-shops, machinery, and tools.....		1,337.53
New fences.....		12,703.13
Any other expenditures charged to property account, specifying same.....		34,762.03
Permanent bridges.....	\$33,508.10	
Construction of telegraph.....	1,253.93	
Total.....	\$	700,393.79

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor. The excess of cost of the new structures over original cost of the old structure, is charged to construction.

*This company owns only 8.50 miles of road in Iowa, (Stanwood & Tipton Branch,) the cost of which is \$157,488.11.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1877.....	\$259,894.73	\$627,586.08
August,	1877.....	267,759.92	826,443.82
September,	1877.....	300,327.34	1,209,326.68
October,	1877.....	294,389.90	1,129,407.67
November,	1877.....	218,818.18	868,611.82
December,	1877.....	227,163.01	645,959.95
January,	1878.....	206,971.75	744,495.35
February,	1878.....	197,761.68	757,505.93
March,	1878.....	263,377.37	662,904.21
April,	1878.....	265,889.95	820,410.85
May,	1878.....	240,124.70	1,057,829.26
June,	1878.....	230,629.13	684,385.76
Totals.....		\$ 2,973,107.66	\$ 10,054,867.38

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLA- NEOUS.
July,	1877.....	\$21,883.72	\$20,522.38	\$5,001.03
August,	1877.....	21,890.47	21,331.70	3,884.17
September,	1877.....	21,890.47	20,495.39	7,327.83
October,	1877.....	21,827.92	21,806.63	3,781.96
November,	1877.....	21,827.92	21,154.42	7,706.78
December,	1877.....	21,827.92	22,040.82	11,755.99
January,	1878.....	21,827.92	20,802.58	3,682.74
February,	1878.....	21,827.92	18,616.71	8,481.81
March,	1878.....	22,653.84	20,018.85	5,909.83
April,	1878.....	22,034.40	20,339.15	9,800.00
May,	1878.....	22,032.43	21,224.26	4,792.49
June,	1878.....	22,035.03	19,634.63	5,469.27
Totals.....		\$263,559.96	\$247,987.52	\$77,593.90

Recapitulation of Earnings.

Receipts from passengers	\$2,973,107.69
Receipts for express.....	247,987.52
Receipts for mails	263,559.96
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Total receipts from passenger trains.....	\$3,484,655.14
Receipts from passenger trains, per train mile run, (2,521,815 miles), \$1,381.80.	
Receipts from freight.....	\$10,054,867.38
Receipts from freight trains, per train mile run (5,673,948 miles), \$1,772.11.	
Receipts from miscellaneous sources	77,593.90
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Total earnings.....	\$13,617,116.42
Proportion for Iowa	\$3,429,179.15
On 365 1-10 miles, 5 months.	
On 425 25-100 miles, 7 months.	
Earnings per mile of road operated.....	8,640.83
On 153 1-10 miles, 5 months.	
On 161 5-96 miles, 7 months.	
Per train mile, for passenger, freight, and mixed trains (8,195,763 miles), \$1,661.48.	
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Repairs of track—labor.....	\$ 653,952.96
Repairs of track—supplies (exclusive of new rails).....	287,598.60
Repairs of bridges—labor and supplies.....	239,076.89
Repairs of fences—labor and supplies.....	62,431.46
Repairs of buildings—stations and water-tanks, etc.....	112,556.48
New rails, deducting old rails sold	318,066.18
Removing ice and snow.....	7,612.45
All other expenditures chargeable to this account.....
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Total.....	1,681,295.02

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	478,185.22
Repairs of cars	485,680.99
Repairs of machinery and tools.....	77,328.16
All other expenditures chargeable to this account.....	.....
<hr/>	
Total.....	1,041,194.37

Class 3.—Conducting Transportation.

Fuel.....	844,814.06
Oil, waste and lights.....	73,154.14
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	2,190,221.13
Miscellaneous, train, and station expenses.....	64,007.28
Loss and damage of goods.....	21,467.07
Injuries to persons.....	40,765.50
Damage for stock killed.....	8,142.04
Hire of cars	68,797.19
All other expenses chargeable to this account.....	3,495.50
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Total.....	\$ 3,314,863.91

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 86,861.97
General office expenses, including clerk hire, rent, fuel, lights, etc.....	104,455.57
Taxes in Iowa.....	105,479.50
Taxes in other states	220,893.56
Advertising.....	28,887.20
Printing and stationery.....	46,133.57
All other expenses chargeable to this account.....	124,241.13
Total.....	\$ 716,952.50

Recapitulation of Expense.

Total expenses of operating the road, (embraced in classes 1, 2, 3 and 4).....	\$ 6,754,305.80
Proportion for Iowa.....	[\$ 1,706,171.15]
Per mile of road operated.....	[4,278.71]
Per train mile for passenger, freight and mixed trains.....	[.82412]
Percentage of expenses to earnings.....	[.49602]
Net earnings per train mile, [8.195763 miles].....	[.83736]

GENERAL RECAPITULATION.

Total earnings.....	\$13,617,116.42
Total receipts during the year.....	[\$13,617,116.42]
Total operating expenses and taxes.....	6,754,305.80
Net earnings—earnings above operating expen- ses and taxes.....	6,862,810.62
Total receipts above operati'g expenses and taxes [	6,862,810.62]
Percentage of net earnings to stock and debt.....	[.09.80]
Percentage of net earnings to cost of road and equipment.....	[.09.60]

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 2,367,932.15
Interest falling due during the year, but not paid { Sinking fund, Rental.....	83,120.00 1,234,299.26
Receipts above operating expenses and interest, rental and sink- ing fund payments.....	3,177,459.21
Amount paid during the year for permanent improvements, and charged to cost of road and equipment.....	700,393.79
Dividends declared, 7-3 per cent for the year, on preferred and common.....	1,956,129.47
Date of last dividend declared.....	[June 1, 1878]
Balance for the year or surplus.....	539,176.32
Surplus at the commencement of the year.....	3,625,221.41
Total surplus.....	\$ 4,164,397.73
Paid to sinking funds in hands of trustees.....	[\$83,120.00]

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Cost of road.....	\$62,771,909.72
Cost of equipment.....	8,301,091.60
Cost of Menomonee River R. R.....	402,500.00
Advances to Proprietary R. R.	1,736,856.64
Materials and fuel on hand.....	820,561.75
Excess of sundry assets over current bills and accounts.....	3,766.88
Cash.....	379,413.49
Total.....	\$74,416,100.08

CR.

Capital stock.....	\$ 36,812,500.53
Funded debt	32,793,000.00
Accrued rental on Iowa leased lines.....	212,033.52
Land grant account	31,668.30
Paid up stock of Menominee River Railroad	2,500.00
Menominee River Railroad--First mortgage bonds	400,000.00
Balance to credit of income account.....	4,164,397.73
Total	\$74,416,100.08

DESCRIPTION OF ROAD.

DATE WHEN THE ROAD OR PORTIONS THEREOF WERE OPENED FOR PUBLIC USE.

	Entire length.	Length in Iowa.
From Chicago to east end Mississippi Railroad bridge.....	137.00	.....
Chicago to Freeport	121.00	.....
(Above includes 30 miles second track.)		
Elgin to Geneva lake.....	44.50	.....
Batavia to St. Charles	5.60	.....
East end Mississippi bridge to Clinton.....	1.10	1.10
Clinton to Cedar Rapids	81.30	81.30
Cedar Rapids to Missouri river	271.60	271.60
Clinton to Lyons	2.60	2.60
Maple River Junction to Mapleton.....	60.15	60.15
Stanwood to Tipton	8.50	8.50
Belvidere to Madison	68.90	.....
Madison to Elroy.....	74.20	.....
Elroy to Winona Junction.....	54.90	.....
Winona Junction to Winona.....	29.00	.....
Chicago to Milwaukee.....	85.00	.....
Kenosha to Rockford.....	72.10	.....
Chicago to Ft. Howard.....	242.20	.....
Ft. Howard to Michigan State Line	49.45	.....
Chicago to Montrose.....	5.20	.....
Chicago S. Branch Junction to river.....	4.50	.....
Michigan State Line to Escanaba.....	64.65	.....
Escanaba to Lake Angeline.....	68.00	.....
Menominee River Junction to Quinnessec.....	24.71	.....
Branches to Mines	39.80	.....
Total Chicago & Northwestern Railway	1,615.96	425.25

RETURNS OF COMPANIES.

185

DATES WHEN PORTIONS OF THE ROAD WERE COMPLETED.

YEAR.	TERMINI.		MILES.
1848	Chicago.....	Harlem.....	10.00
1849	Harlem	Elgin	33.00
1852	Elgin	Rockford.....	50.00
1853	Rockford.....	Freeport.....	28.00
1853	Belvidere. . .	Beloit	20.10
1854	Turner Junction.....	Dixon.....	68.00
1854	Elgin	Genoa.....	35.80
1854	Chicago.....	Cary	38.50
1854	Minnesota Junction.....	Fond du Lac.....	29.00
1855	Cary	Janesville.....	52.80
1855	Chicago	Milwaukee.....	85.00
1855	Dixon	Fulton.	39.00
1855	Chicago, (2d track)	Turner Junction	30.00
1858	Clinton	Cedar Rapids	81.90
1859	Janesville	Minnesota Junction.....	57.00
1859	Fond du Lac.....	Oshkosh.....	17.90
1860	Beloit.	Magnolia.....	17.00
1861	Oshkosh.....	Appleton.....	20.00
1862	Appleton.....	Ft. Howard	28.40
1862	Knosha	Rockford	72.10
1862	Cedar Rapids.....	Marshall	70.00
1864	Magnolia.....	Madison.... .	31.80
1864	Marshall	New Jefferson.....	31.00
1864	Escanaba.....	Negaunee	62.00
1865	Clinton Bridge, (the east end of which had been built in 1860.).....	.....	1.10
1867	New Jefferson.....	Missouri river.....	120.80
1870	Clinton.....	Lyons	2.80
1870	Negaunee.....	Lake Angeline.....	6.00
1870	Winona Junction ...	Winona	29.00
1871	Genoa	Geneva Lake.....	8.70
1871	Ft. Howard	Marinette.....	49.45
1871	Geneva.....	St. Charles.....	2.40
1872	Geneva.....	Batavia	3.20
1872	Stanwood	Tipton	8.50
1872	Chicago	Montrose	5.20
1872	Marinette.....	Escanaba.....	64.65
1873	South Branch Junction	Chicago river.....	4.50
1873	Madison.....	Winona Junction....	129.10
1877	Menominee River Junction.....	Quinnessec	24.71
1877	Maple River Junction.....	Mapleton	60.15
	Track to various mines, at various dates.....	.....	39.80
	Total.....	.....	1,615.96

* Length of main line of road completed from Vpts to Vpts.....	1,199.21
Length of main line of road completed in Iowa.....	8.50
Length of main line of road completed in Illinois.....	489.36
Length of main line of road completed in Wisconsin.....	504.19
Length of main line of road completed in Michigan.....	197.16
Total length of road belonging to this company.....	1,199.21
Aggregate length of sidings and other tracks not above enumerated.....	232.66
Same in Iowa. ....	.29
Aggregate length of tracks belonging to this company computed as single track.....	1,431.87
Same in Iowa.....	8.79
Gauge of track, 4 feet 8½ inches	529.37
Total length of tracks belonging to this company laid with steel rails, (leased roads owned).....	221.92
	751.29
[Weights per yard, 60 pounds].....	669.84
Total length of tracks belonging to this company laid with iron rails, (leased roads owned) [weights per yard, 50 to 60 lbs]..	194.83
Total	864.67

* Length in all cases given in miles and decimals.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract.

Name, description, and length of each :

Chicago, Iowa & Nebraska Railroad, length*	82.40
Cedar Rapids & Missouri River Railroad	274.20
Maple River Railroad	60.15
<hr/>	
Total length of above roads, all in Iowa	416.75
Total miles of road operated by this company	1,615.96
Total miles of road operated by this company in Iowa	425.25

Number of Bridges and Trestles over 25 Feet Long on Whole Line.

Wooden bridges, number of, 59; aggregate length, feet	12,828
Stone bridges, number of, 8; aggregate length, feet	676
Iron bridges, number of, 30; aggregate length, feet	6,546
Wooden trestles, number of, 915; aggregate length, feet	119,900
Combination, number of, 13; wood and iron, feet	3,554

BRIDGES BUILT WITHIN THE YEAR.

All bridges on the Maple River Railroad and on the Menominee River Railroad are new, these lines having been completed within the year.

On other lines, 12 iron bridges; aggregating 1,352 feet, have been substituted for wooden bridges.

Other wooden bridges have been *rebuilt*, and in some cases iron substituted *in part* (such bridges being classed as "Combination," in the above total)

Crossings.

What railroads cross your road at grade in this state, and at what locality?

Davenport & Northwestern Railroad at Wheatland, Clinton county.

Davenport & Northwestern Railroad at De Witt, Clinton county.

Burlington, Cedar Rapids & Northern Railroad at Cedar Rapids, Linn Co.

Central of Iowa Railroad at Marshall, Marshall county.

Des Moines & Minneapolis Railroad at Ames, Story county.

Des Moines & Fort Dodge at Grand Junction, Greene county.

What railroads cross your road either over or under your grade in this State? None.

Number of crossings of highways at grade in this State without protection (except cattle-guards)

365

Number of crossings of highways at grade in this State at which there are gates or flagmen

2

Number of crossings of highways over railroad

None.

Number of crossings of highways under railroad

None.

Number of highway bridges 18 feet above track

1

Number of highway bridges less than 18 feet above track

None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Employes are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell, which regulations are found to be sufficient.

* Length in all cases given in miles and decimals.

Stations, Etc.

Number of stations at which there are buildings and agents.....	296
Same in Iowa at which there are buildings and agents	70
Number of persons regularly employed on all roads operated by company, including officials, about	7,000
Same in Iowa.....	1,615

How many miles of fencing have you on your road in Iowa? All fenced except the Maple River Railway—60.15 miles of track.

How many miles of fencing have you built during the year? None.

What was the average cost per rod? Built by lessors—unable to give it.

Total cost of same? ———.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

9.50 (track) miles in Carroll county.

20.25 (track) miles in Sac county.

21.15 (track) miles in Ida county.

5.50 (track) miles in Woodbury county.

3.75 (track) miles in Monona county.

Aggregate amount, 120.30 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.	186
Number of locomotives of more than 20 tons weight, exclusive of tender.	151
Number of locomotives of more than 10 tons weight, exclusive of tender.	5
Number of passenger cars—12-wheel.....	53
Number of passenger cars— 8-wheel.....	120
Number of express and baggage cars.....	67
Number of box freight cars.....	4,473
Number of stock cars.....	604
Number of platform cars	1,075
Number of ore cars	1,957
Number of conductors' way cars....	140
Other cars as follows :	
Number of hand-cars.....	306
Number of pile-driving and wrecking cars.....	13
Number of ditching cars	40
Number of dump cars.....	26
Number of boarding cars.....	18
Number of mail cars	15
Number of officers' cars.....	4
Number of locomotives equipped with train-brake.....	111
Number of passenger cars equipped with train-brake.....	173
What kind of train-brake is in use on your road? Westinghouse Air Brake.	
Number of passenger cars with Miller platform and buffer.....	173

TELEGRAPHS.

Miles of telegraph on line operated by company? All the road operated has telegraph line.

Miles of telegraph owned by company? No telegraph line wholly owned by this company.

Number of telegraph offices in company's stations? All operated jointly by rail and telegraph companies..... 208

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year	2,511,642
Miles run by freight trains.....	5,673,948
Miles run by mixed trains.....	
Miles run by excursion trains	10,173
<hr/>	
Total mileage of passenger, freight and mixed trains.....	8,195,763
Miles run by construction and other trains.....	284,148
<hr/>	
Total train miles run.....	8,479,911
Total number of passengers carried	3,201,529
Total passenger mileage, or passengers carried one mile.....	108,275,710
Average amount received from each passenger.....	.92 86-10
Average distance traveled by each passenger	33 82-100 miles
Total freight mileage, or tons carried one mile.....	597,575,038
Highest rate of fare per mile, for any distance.....\$	.04
Lowest rate of fare per mile, for any distance.....	1.80
Average rate of fare per mile, for <i>all</i> passengers.....	2.75
Average rate received per mile, per ton, all freight carried.....	.01 68-100
Average number of cars in passenger trains, including baggage-cars.....	4
Average number of cars in freight trains	20
Average weight of passenger-trains, including locomotive and tender in working order, exclusive of passengers.....	112 tons.
Average weight of freight-trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express-trains, including stops.....	25 miles per hour.
Rate of speed of freight-trains, including stops	12 miles per hour.

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take the freights at the depot, or at the office of such express company? American Express Company and United States Express Company.
(For terms and conditions as to rates—see full statement attached.)

AMERICAN EXPRESS COMPANY.

Express Contracts in Force June 30, 1878.

	Rate per dlem on limited tonnage.	Limit of lbs.	Rate per 100 lbs., whole length of route on ex- cess of ton- nage.
Chicago to Council Bluffs.	275.00	10,000	1.50
Chicago to Freeport	90.00	12,000	.75
Chicago to Ishpeming.....	200.00	8,000	2.00
Chicago to Elroy	185.00	10,000	1.85
Stanwood to Tipton	2 00	500	.....
Kenosha to Rockford.....	5.07	1,000	.60
Elgin to Geneva Lake.....	5.00	1,000	.36

Elroy to Winona Junction in accordance with tariff of rates to be paid between stations.

Maple River Junction to Mapleton, \$100 per month.

UNITED STATES EXPRESS COMPANY.

Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66; limit of pounds to be carried each day at regular per diem rates, 17,000; rate per 100 pounds, carried whole length of route, to be paid on excess of tonnage, 40 cents.

Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business—restricted to lighter articles properly belonging to express business.

The express companies deliver their freight into this company's cars.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car-load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Ames Coal Transfer Company, Chicago.....	\$ 36.53
Arnot & Company, Elmira, N. Y.....	155.39
Chicago & Milwaukee Coal Company, Chicago.....	1,203.16
Forsythe Coal Company, Chicago.....	149.98
Merchants Despatch, New York.....	2,924.27
W. P. Rend & Co., Chicago.....	315.30
Tiffany Ref. Co., Chicago.....	54.82
Western M. & T. Co., Terre Haute.....	292.18

Total amount paid.....\$5,131.63

Sleeping-Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping and hotel-cars are run. For the use of sleeping-cars this company furnishes the fuel and lights and keeps in running order the trucks and whole exterior of the car.—and for the use of hotel-cars this company pays three cents per mile run per car. Both are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company. Parlor-cars, owned by this company, are run between Chicago and Milwaukee; charges in addition to regular passenger rates are fifty cents for through, and twenty-five cents for local passengers.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? Total amount paid during the year is \$9,630.21. All paid to Pullman Palace Car Company; being for hotel-cars run between Chicago and Council Bluffs.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

U. S. MAIL FROM JULY 1ST, 1878—CHICAGO & NORTHWESTERN RAILWAY.

ROUTE.	TERMINI,		Miles.	AMOUNT PER ANNUM.
23001.....	Chicago.....	Milwaukee.....	87.00	\$ 19,928.48
23002.....	Chicago.....	Freeport.....	121.00	24,997.44
23003.....	Chicago.....	Union Pacific Transfer.....	491.00	115,194.80
23004.....	Elgin.....	Geneva Lake.....	44.00	2,200.00
23056.....	Geneva.....	Batavia.....	8.50	175.00
24031.....	Ft. Howard.....	Ishpeming.....	181.20	11,099.27
24042.....	Powers.....	Quinneseo.....	24.68	Not fixed.
25009.....	Chicago.....	Green Bay.....	245.00	51,943.34
25010.....	Caledonia.....	Winona Junction.....	190.85	21,722.40
25011.....	Kenosha.....	Rockford.....	78.60	5,520.00
25012.....	Winona Junction.....	Winona.....	30.45	5,176.50
25030.....	Onalaska.....	La Crosse.....	6.50	Not fixed
27013.....	Stanwood.....	Tipton.....	8.81	440.50
27038.....	Maple River Junction.....	Mapleton.....	61.18	2,358.90

Lands—Congressional Grant.

None in the State of Iowa.

State the number of acres of land your company has already received from the congressional grants.

State the number of acres yet to inure to your company from congressional grants.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. To aid in the construction of the road from Oshkosh to Ft. Howard, bonds were issued in exchange for common stock, as follows:

In 1860, By Town of Neenah.....	\$15,000
By City of Appleton.....	15,000
In 1862, By Borough of Ft. Howard.....	15,000
By Brown county.....	49,500

ACCIDENTS TO PERSONS IN IOWA.

DATE. 1877.	NAME.	CLASS.	OCCUPATION.	PLACE.	CAUSE AND CHARACTER OF INJURY.
July 7	Thos. Franklin	O	Brakeman	Boone	Stealing a ride on the trucks, killed
July 12	Richard McCabe	O	Brakeman	Clinton	Getting on moving train, arm lost and leg fractured.
July 15	P. A. Barton	E	Laborer	Belle Plaine	Coupling cars, confusion of shoulder.
July 14	Gus Smith	E	Laborer	Tama	Fell from hand car fracture of ankle
July 7	Andrew Larsen	O	Laborer	Nevada	Getting on moving train, injured thigh
Aug. 9	Howard Bullard	O	Laborer	Cedar Rapids	Playing on train, fell, killed
Aug. 9	Jerome Cook	O	Laborer	Bertram	Climbing on train, loss of one toe
Aug. 12	Charles Wain	O	Laborer	Cedar Rapids	Climbing on train, killed
Aug. 24	Jno. Kosick	O	Laborer	Tama	Tie fell on his leg, fractured leg
Sept. 4	Mrs. W. P. Colter	E	Laborer	Nevada	Fell from platform, killed
Oct. 3	J. Fuller	O	Brakeman	Wheatland	Climbing on engine, loss of one foot
Oct. 14	Joseph McClay	E	Brakeman	Arcadia	Fell between cars, killed
Oct. 18	John O'Neill	E	Laborer	Clinton	Fell from ladder, fractured leg
Oct. 21	Andrew McCarty	E	Laborer	Clinton	Walking on track, killed
Nov. 28	F. L. Fill	E	Brakeman	Ames	Coupling cars, killed
Dec. 20	Clarke Smith	O	Brakeman	Mo. Valley Junction	Lying on track, killed
1878.					
Jan. 24	P. E. Gillett	E	Brakeman	Molingona	Fell from train, injured his spine
Jan. 28	J. H. Sharp	O	Engineer	State Centre	Climbing on train, killed
March 11	John Killian	E	Engineer	Dewitt	Engine off track, injured spinal chord
March 10	E. S. Robbins	E	Brakeman	Carroll	Coupling cars, loss of thumb
April 2	Jas. Montgomery	O	Brakeman	Cedar Rapids	Jumping on train, fractured leg and rib
April 2	Minnie Thompson	O	Conductor	Mapleton	Playing on turn table, loss of one toe
April 30	E. P. Crelo	O	Laborer	Lyons	Engine off track, injured shoulder
April 26	Thos. Mitchell	E	Laborer	New Jefferson	Fell from hand car, injured foot
May 18	A. J. Dutton	E	Brakeman	Molingona	Collision of gravel trains, fracture of ankle
May 18	Martin Ceerree	E	Fireman	Molingona	Collision of gravel trains, killed
May 26	John Trist	O	Laborer	La Motte	Climbing on train, killed
June 27	Wm. Hurley	E	Laborer	Grand Junction	Braking of hand-car, injured eye

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—misconduct or want of caution.....	1	
Employees—from causes beyond their control	1	
misconduct or want of caution.....	3	4
Others—stealing rides	4	
trespassing, on track, etc.....	2	6
Total killed...		11
Injured — Passengers—	None.	
Employees - from causes beyond their control'	2	
misconduct or want of caution	9	12
Others—at stations and highway crossings.....	None.	
stealing rides	4	
trespassing, on track, etc.....	1	5
Total injured		17

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Albert Keep, 56 Kinzie street, Chicago.
 Vice-President, M. L. Sykes, 52 Wall street, New York.
 Secretary, M. L. Sykes, 52 Wall street, New York.
 Treasurer, M. L. Sykes, 52 Wall street, New York.
 General Manager, Marvin Hughitt, 56 Kinzie street, Chicago.
 General Superintendent, Marvin Hughitt, 56 Kinzie street, Chicago.
 Assistant General Superintendent, C. C. Wheeler, 56 Kinzie street, Chicago.
 Division Superintendents, { W. B. Linsley, Escanaba, Michigan.
 E. J. Cuyber, Chicago, Illinois.
 C. Murray, Chicago, Illinois.
 J. S. Oliver, Clinton, Iowa.
 C. A. Swineford, Baraboo, Wisconsin.
 Chief Engineer, E. H. Johnson, 56 Kinzie street, Chicago.
 Superintendent of Telegraph, G. H. Thayer, 56 Kinzie street, Chicago.
 Auditor, J. B. Redfield, 56 Kinzie street, Chicago.
 General Passenger Agent, W. H. Stennett, 56 Kinzie street, Chicago.
 General Freight Agent, H. C. Wicker, 56 Kinzie street, Chicago.
 Attorneys, General and Local, B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

A. G. Dulman, New York, New York.
 Wm. H. Ferry, Lake Forest, Illinois.
 R. P. Flower, New York, New York.
 M. L. Sykes, New York, New York.
 Perry H. Smith, Chicago, Illinois.
 Albert Keep, Chicago, Illinois.
 David Dows, New York, New York,
 Sidney Dillon, New York, New York.
 David Jones, New York, New York.
 M. Hughitt, Chicago, Illinois.
 Jno. M. Burke, New York, New York.
 Wm. L. Scott, Erie, Pennsylvania.
 Jay Gould, New York, New York.
 J. L. Ten Have, Amsterdam, Holland.
 D. P. Morgan, New York, New York.
 Frank Work, New York, New York.
 C. J. Osborn, New York, New York.
 General offices at Chicago, Illinois.
 Date of annual meeting of stockholders, first Thursday in June.
 Fiscal year of company, May 31st.

STATE OF ILLINOIS, }
 County of Cook }

Albert Keep, President, and J. B. Redfield, Assistant Secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

ALBERT KEEP,
 J. B. REDFIELD,

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

[L. S.]

RALPH C. RICHARDS,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CHICAGO, IOWA & NEBRASKA RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 15,000,000.00
Par value of shares.....	\$ 100
Average price received per share	100
Number of stockholders at date of last election.....	369
Number of stockholders in Iowa at same date.....	12
Amount of full-paid stock in Iowa.....	\$254,400
Capital stock authorized by vote of company, [number of shares].....	39,162]
Capital stock issued [number of shares 39,162] amount paid in..	3,916,200.00
Capital stock paid in per mile of road owned by company, [81.84 miles].....	47,851.90

DEBT.

Funded debt, as follows:

First mortgage bonds, paid.	
Second mortgage bonds (due July 1, 1880, bear interest at seven per cent., which is payable July 1st and January 1st,) amount.....	515,500.00
Third mortgage bonds (due August 15, 1894, bear interest at seven per cent., which is payable August 15th and Febru- ary 15th,) amount.....	211,500.00
Total amount of funded debt.....	727,000.00
Amount received from the same in cash.....	[\$727,000]
Unfunded debt in any manner, and how, March 31st, 1878, at date of last annual report, unpaid dividends, coupons, etc., amounted to.....	2,303.26

Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Should the earnings of the Maple River Railroad prove insufficient to meet the coupons on its bonds, this company is liable to assist in making up the deficiency, to an extent not exceeding ten per cent. on the earnings it may have derived from the Maple River Railroad business. This amount is contingent and uncertain. Also an amount varying each year, being the proportion contributed by this company, to the S. C. & P. R. R., toward the loss sustained by operating the Fremont, Elkhorn & Missouri Valley Railroad.

DESCRIPTION OF ROAD.

Length of main line of road completed, from Clinton to Cedar Rapids, 81.84 miles.

Lands—Congressional, State or Swamp Land Grant.

None. The Chicago, Iowa & Nebraska Railroad never received a land grant, or land donations, of any sort, excepting some right of way.

TERMS OF RENTAL.

The Chicago, Iowa & Nebraska Railroad is under lease to and is operated by the Chicago & Northwestern Railway Company. The rental is 37½ per cent. of the gross earnings.

STATE OF IOWA, }
County of Clinton. }

Horace Williams, President of the Chicago, Iowa & Nebraska Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1878, to the best of his knowledge and belief.

Signed,

HORACE WILLIAMS,
President.

[L. S. OF R. R.]

Attest:

T. VAN DEWINTER, *Secretary.*

Subscribed and sworn to before me, this 2d day of November, A. D. 1878.

R. C. A. FLOURNOY,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 6th day of November, 1878.

REPORT

OF THE

CEDAR RAPIDS & MISSOURI RIVER RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Par value of shares.....	\$ 100.00
Average price received per share.....	100.00
Number of stockholders at date of last election.....	287
Number of stockholders in Iowa at same date	30
Amount of full-paid stock held in Iowa	\$ 67,500.00
Capital stock authorized by vote of Company [number of shares 76,200].....	\$ 7,620,000.00
Capital stock issued [number of shares, 76,200] amount paid in.....	7,620,000.00
Capital stock paid in on shares not issued [number of shares].....	None.
Capital stock paid in common.....	\$ 6,850,400.00
Capital stock paid in preferred, and conditions of preferment.... (Seven per cent. interest payable semi-annually).	769,600.00
Capital stock total amount paid in as per books of the Company	7,620,000.00
Capital stock total amount realized in cash, and capital stock total amount realized in property.....	\$7,620,000.00
Capital stock paid in per mile of road owned by Company [274.01 miles].....	\$ 27,809.20

DEBT.

Funded debt, as follows :

First mortgage bonds (due August 1, 1891, bear interest at seven per cent., which is payable February and August) amount...	\$ 700,000.00
First mortgage bonds (due August 1, 1894, bear interest at seven per cent., which is payable February and August) amount...	582,000.00
First mortgage bonds (due May 1, 1916, bear interest at seven per cent., which is payable May and November) amount....	2,832,000.00

Total amount of funded debt.....	\$ 3,614,000.00
Amount received from the same property.....	\$3,614,000.00
Other debts, current credit balances, etc.....	\$ 217,241.32

Total debt liabilities.....	\$ 3,831,241.32
Amount of debt liabilities per mile of road [274.01 miles].....	13,982.12
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	\$ 3,745,634.32
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None.

*Length of main line of road completed from Cedar Rapids to Missouri river.....	271.60
Branches owned by company, viz:	
“Lyons Branch,” length.....	.....
Clinton to Lyons, length	2.41
Total length of road belonging to this company	274.01

TERMS OF LEASE.

This company's road is leased in perpetuity to the Chicago & Northwestern Railway Company for a rental of \$700 per mile out of first \$1,500 of gross earnings per mile per annum, and 33½ per cent. of next \$3,000 of gross earnings per mile per annum, and 20 per cent. out of any excess over \$4,500 of gross earnings per mile per annum.

There have been certified to the State of Iowa, in aid of the railroad line under the act of May 15th, 1856, 784,056.53 acres, and to the Cedar Rapids & Missouri River Railroad Company under act of June 2d, 1864, 359,197.56 acres, in all 1,143,154.09 acres. Of these lands 109,756.85 acres, known as the “Des Moines River Lands,” have been lost to the grant, under the decision of the Supreme Court of the United States, that they were erroneously certified. In addition 9,834.84 acres were decided by the same court in the “Courtright case” to belong to Courtright as grantee of the Iowa Central Air Line Railroad before the resumption of the lands by the state and the subsequent transfer to the Cedar Rapids & Missouri River Railroad.

This last decision affects 66,965 acres additional to the lands directly involved in the Courtright case, the title to which is rendered doubtful by that decision, and further litigation is required to settle it.

Claims under the swamp-land acts, and the homestead and pre-emption laws, in conflict with the railroad grant, have been made in large numbers and affect seriously the quantity of land to be realized from the grant.

These conflicting claims will have to be disposed of by the courts, and it will be years before the net result of the grant can be ascertained.

As to the lands claimed by the railroad to belong to the grant and remaining uncertified, there is scarcely a single tract to which some conflicting claim is not set up, and it is impossible even to guess at the quantity that will ultimately be decided to inure to the grant.

In addition to the grant lands there have been acquired by deed to the Cedar Rapids & Missouri River Railroad the following swamp-lands:

From Boone county.....	15,886.85 acres.
From Story county.....	10,608.05 acres.

In all..... 26,494.90 acres.

All the lands belonging to the grant and the swamp-lands above mentioned were sold by the Cedar Rapids & Missouri River Railroad Company to the Iowa Railroad Land Company September 15th, 1869, for the sum of \$800,000.00. The sale included all the lands certified, or to inure thereafter to the grant, and all contracts and proceeds of the land excepting the sum of \$11,341.92. Prior to this sale, the railroad company had sold 46,049.19 acres, for the aggregate sum of \$220,559.74.

In estimating the reciprocal advantages to the company and the state, it may not be out of place to say that the railroad company and its grantee have paid \$937,845.73 for taxes assessed upon the lands.

*Length in all cases given in miles and decimals.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Horace Williams, Cedar Rapids, Iowa.
 Vice-President, Frederick Nickerson, Boston, Massachusetts.
 Secretary, P. E. Hall, Cedar Rapids, Iowa.
 Treasurer, David P. Kimball, Boston, Massachusetts.
 Assistant Treasurer, J. Van Deventer, Cedar Rapids, Iowa.
 Auditor, Geo. T. Crandell, Cedar Rapids, Iowa.
 Register of Stock, David P. Kimball, Boston, Massachusetts.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Ally, Lynn, Massachusetts.
 Oliver Ames, North Easton, Massachusetts.
 Fred. L. Ames, North Easton, Massachusetts.
 John I. Blair, Blairstown, New Jersey.
 D. C. Blair, Belvidere, New Jersey.
 James Blair, Scranton, Pennsylvania.
 F. Gordon Dexter, Boston, Massachusetts.
 John M. Glidden, Boston, Massachusetts.
 Edward Johnson, Belfast, Maine.
 David P. Kimball, Boston, Massachusetts.
 Frederick Nickerson, Boston, Massachusetts.
 Joseph Nickerson, Boston, Massachusetts.
 S. Lothrop Thorndike, Boston, Massachusetts.
 Charles E. Vail, Blairstown, New Jersey.
 Horace Williams, Clinton, Iowa.
 General offices at Cedar Rapids, Iowa.
 Date of annual meeting of stockholders, third Wednesday of May.
 Fiscal year of company, from March 31st, to April 1st.

STATE OF IOWA, }
 County of Linn. }

I, Horace Williams, President of the Cedar Rapids & Missouri River Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. R.]

HORACE WILLIAMS,

Subscribed and sworn to before me, this 6th day of November, A. D., 1878.

CHAS. H. CLARK,
 Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 7th day of November, 1878.

REPORT

OF THE

IOWA MIDLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 10,000,000.00
Par value of shares.....	\$100.00
Average price received per share.....	100 00
Number of stockholders at date of last election.....	8
Number of stockholders in Iowa at same date.....	2
Amount of full-paid stock held in Iowa.....	200.00
Capital stock issued [number of shares, 500,] amount paid in....	50,000.00
Capital stock, <i>total amount paid in as per books of the Company</i>	50,000.00
Capital stock paid in per mile of road owned by Company, [68.80 miles].....	726.75

DEBT.

Funded debt, as follows :

First mortgage bonds due (October 1st, 1900, bear interest at eight per cent., which is payable April 1st, and October 1st,) amount.....	1,350,000.00
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Total amount of funded debt.....	\$ 1,350,000.00
Other debts—current credit balances, etc.....	98,914.26

<i>Total debt liabilities</i>	\$ 1,448,914.26
Amount of debt liabilities per mile of road, [68.80 miles].....	21,059.80

Construction of Road, built by Company.

<i>Total expended for construction</i>	1,487,366.85
Average cost of construction per mile of road (not including sidings) 68 80 miles.....	21,618.70
Proportion of cost of construction for Iowa.....	1,487,366.85
<i>Total for equipment. Owns no equipment.</i>	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Land.....	\$ 25.00
Passenger and freight stations, wood-sheds and water stations.....	90.00
New fences.....	70.38
<i>Addition to property account for the year</i>	\$185.38

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor. The excess of cost of the new structures over original cost of the old structure, is charged to construction.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGER	FREIGHT.
July,	1877	\$2,530.22	\$ 3,864.26
August,	1877.....	2,727.59	3,645.66
September,	1877.....	3,234.34	4,636.63
October,	1877.....	2,884.46	4,592.59
November,	1877.....	2,446.02	3,800.10
December,	1877.....	3,080.09	3,953.81
January,	1878.	2,776.98	4,374.79
February,	1878.....	2,947.72	4,745.87
March,	1878.....	3,443.13	4,636.47
April,	1878.....	2,380.29	3,414.51
May,	1878.....	2,683.62	4,199.45
June,	1878.....	2,034.83	2,966.13
Totals		\$ 33,168.49	\$48,860.27

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July,	1877.....	\$ 298.70	\$ 157.04	\$ 17.18
August,	1877.....	312.95	166.03	21.57
September,	1877.....	312.95	153.69	19.47
October,	1877.....	268.70	163.08	22.63
November,	1877.....	298.70	157.04	10.34
December,	1877.....	298.70	157.04	15.77
January,	1878.....	298.70	163.08	16.43
February,	1878.....	298.70	144.96	16.11
March,	1878.....	298.70	157.04	13.09
April,	1878.....	298.70	157.04	15.08
May,	1878.....	298.70	163.08	5.26
June,	1878.....	298.80	151.00	17.05
Totals		\$3,613.00	\$1,890.12	\$189.98

Recapitulation of Earnings.

Receipts from passengers.....	\$ 33,168.49
Receipts for express.....	1,890.12
Receipts for mails.....	3,613.00
<hr/>	
Total receipts from passenger trains	\$38,671.61
Receipts from passenger trains, per train mile run, [43,264 miles].....	\$0.89,388
Receipts from freight.....	48,860.27
<hr/>	
Total receipts from freight trains.....	\$48,860.27
Receipts from freight trains, per train mile run, [44,935 miles]	\$1.08736
Receipts from miscellaneous sources.....	189.98
<hr/>	
Total earnings.....	\$87,721.86
Proportion for Iowa.....	[\$87,721.86]
Earnings per mile of road operated, [68.80 miles], [\$ 1,275.03]	
Per train mile, for passenger, freight and mixed trains, [88.199 miles].....	[\$.99459]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor and supplies.....	\$ 59,234.47
Repairs of bridges—labor and supplies	2,724.35
Repairs of fences—labor and supplies.....	1,319.22
Repairs of buildings—stations and water tanks, etc.....	840.84
<hr/>	
Total.....	\$ 64,118.88

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	\$ 7,045.14
Repairs of cars.....	2,798.06
Repairs of machinery and tools.....	1,103.16
<hr/>	
Total.....	\$ 10,944.36

Class 3.—Conducting Transportation.

Fuel.....	\$ 7,291.94
Oil, waste, and lights.....	867.25
Wages of employes—conductors, enginemen, brakemen, station-men (all grades), and clerks.....	25,678.87
Miscellaneous, train, and station supplies.....	273.39
Loss and damage of goods.....	385.15
Injuries to persons.....	1,048.00
All other expenses chargeable to this account.....	13.50
<hr/>	
Total.....	\$ 35,508.10

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 483.00
Taxes in Iowa.....	5,503.00
Advertising.....	300.50
Printing and stationery.....	410.06
All other expenses chargeable to this account.....	306.83
Total	\$ 7,003.39

Recapitulation of Expenses.

Total expenses of operating the road (embraced in class 1, 2, 3, and 4,)	\$117,574.73
Proportion for Iowa.....	\$117,574.73
Per mile of road operated	1,708.93
Per train mile for passenger, freight and mixed trains [88,199 miles].....	1,333.06
Percentage of expenses to earnings.....	134.03

GENERAL RECAPITULATION.

Total earnings	\$ 87,721.86
Total receipts during the year.....	\$87,721 86
Total operating expenses.....	117,574.73
Net earnings—earnings above operating expenses—deficit.....	29,852.87

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 108,000.00
Total interest liability for the year.....	108,000.00
Receipts less than operating expenses and interest	137,852.87
Amount paid during the year for permanent improvements, and charged to cost of road	185.38
Dividends declared, — per cent. for the year, amount. None ever declared.	
Surplus at the commencement of the year.....	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Cost of road	\$ 1,487,366 85
Income account [loss].....	11,547.41
Total	\$ 1,498,914.26

CR.

Capital stock	\$ 50,000.00
Funded debt (bonds outstanding)	1,350,000.00
Unfunded debt (due Chicago & Northwestern Railway Co.).....	98,914.26
Total	\$ 1,498,914.26

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Lyons to Anamosa, October 1871.

*Length of main line of road completed, from Lyons to Anamosa	68.80
Length of double track on main line.....	Nothing.
Aggregate length of tracks belonging to this company computed as single track.....	73.60
Gauge of track.....	4 feet 8½ inches.
Total length of tracks belonging to this company laid with iron rails.....	All.
Weights per yard	50 to 60 lbs.
Total miles of road operated by this company, all in Iowa.....	68.80

Number of Bridges and Trestles on Whole Line, over 25 Feet in Length.

Wooden trestles and pile, number of, 114; aggregate length, feet	7,960
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Crossings.

What railroads cross your road at grade in this state, and at what locality?

Davenport & Northwestern Railroad at Delmar Junction, Clinton county.

Sabula, Ackley & Dakota Railroad at Delmar Junction, Clinton county.

What railroads cross your road either over or under your grade in this state, and where? Davenport & Northwestern Railroad at Centre Junction, Jones county. (Over.)

Number of crossings of highways at grade in this state without protection, except cattle-guards.....	92
Number of crossings of highways at grade in this state at which there are gates or flagmen	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	4
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Employes are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to sound whistle at signal-posts, which are eighty rods before highway-crossings, and to ring the bell. Which regulations are found to be sufficient.

Stations, &c.

Number of stations at which there are agents.....	15
Number of persons regularly employed on all roads operated by company, including officials, about.....	160
How many miles of fencing have you on your road in, Iowa.....	66 7-10 miles (track)
How many miles of fencing have you built during the year ?.....	3 miles board. 3½ miles (track) ½ mile wire.
What was the average cost per rod ?	Board, \$1.37½; wire, 94 cts.
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
2 1-10 (track) miles in Jones county.	
Aggregate amount, 4 2-10 miles.	

* Length in all cases given in miles and decimals.

ROLLING STOCK.

Owens no equipment.

TELEGRAPHS.

Miles of telegraph on line operated by company. All the road operated has telegraph lines.

Miles of telegraph owned by company. No telegraph line wholly owned by this company.

Number of telegraph offices in company's stations..... 10

Number of telegraph stations operated jointly by rail and telegraph companies..... 10

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..... 43,264
Miles run by freight trains..... 44,935

Total mileage of passenger, freight and mixed trains..... 88,199
Miles run by construction and other trains..... 3,647

Total train miles run..... 91,846
Total number of passengers carried..... 76,049
Total passenger mileage, or passengers carried one mile..... 1,158,226
Average amount received from each passenger..... \$0.4361-100
Average distance traveled by each passenger..... 15.23 miles.
Total tons of freight carried..... 99,614
Total freight mileage, or tons carried one mile..... 2,033,397
Highest rate of fare per mile, for any distance..... 3 cents.
Lowest rate of fare per mile, for any distance, (single fare)..... 2 12-100 cents.
Average rate of fare per mile, for all passengers..... 2 89-100 cents.
Average rate received per mile, per ton for all freight carried..... 2 40-100 cents.
Average number of cars in passenger trains, including baggage-cars..... 4
Average number of cars in freight-trains..... 20
Average weight of passenger-trains, including locomotive and tender in working order, exclusive of passengers.. 112 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight..... 220 tons.
Rate of speed of passenger and express-trains, including stops..... 25 miles per hour.
Rate of speed of freight-trains, including stops..... 12 miles per hour.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc., what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company Lyons to Anamosa—rate per diem on limited tonnage, \$6.04; limit of pounds to be carried each day, at regular per diem rates, 1,000. The Express Company has no care of the machinery, or repairs of cars, &c. It does a miscellaneous business, restricted to lighter articles properly belonging to express business. The Express Company delivers its freight into this Company's cars.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or

order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such Transportation Companies, (excepting consignments of less than a car load.) Their freight has no preference over other freight of like class.

Do sleeping, parlor or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$3,705 per annum. Six times each way, each week.

Lands—Congressional Grant.—None.

Lands—State or Swamp Land Grant.—None.

ACCIDENTS TO PERSONS IN IOWA.

December 4th, 1877—Daniel Farrell, at Charlotte, walking on track; killed. His own fault.

February 19th, 1878—Thomas Cave, at Bryant, walking on track; killed. His own fault.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Albert Keep, 56 Kinzie street, Chicago.
 Vice-President, M. L. Sykes, 52 Wall street, New York.
 Secretary, M. L. Sykes, 52 Wall street, New York.
 Treasurer, M. L. Sykes, 52 Wall street, New York.
 General Manager, Marvin Hughitt, 56 Kinzie street, Chicago.
 General Superintendent, Marvin Hughitt, 56 Kinzie street, Chicago.
 Assistant General Superintendent, C. C. Wheeler, 56 Kinzie street, Chicago.
 Division Superintendent, J. S. Giver, Clinton, Iowa.
 Chief Engineer, E. H. Johnson, 56 Kinzie street, Chicago.
 Superintendent of Telegraph, G. H. Thayer, 56 Kinzie street, Chicago.
 Auditor, J. B. Redfield, 56 Kinzie street, Chicago.
 General Passenger Agent, W. H. Stennett, 56 Kinzie street, Chicago.
 General Freight Agent, H. C. Wicker, 56 Kinzie street, Chicago.
 Attorneys, General and Local, B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

Albert Keep, Chicago, Illinois.
 M. L. Sykes, New York, New York.
 Marvin Hughitt, Chicago, Illinois.
 H. H. Porter, Chicago, Illinois.
 Isaac B. Howe, Clinton, Iowa.
 E. S. Bailey, Clinton, Iowa.
 J. B. Redfield, Chicago, Illinois.
 General offices at Chicago, Illinois.
 Date of annual meeting of stockholders, first Wednesday in March.
 Fiscal year of Company, May 31st.

STATE OF ILLINOIS, }
County of Cook. }

Albert Keep, President, and J. B. Redfield, Assistant Secretary of the Iowa Midland Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

ALBERT KEEP,
J. B. REDFIELD,

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

RALPH C. RICHARDS,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

MAPLE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	1,000,000.00
Par value of shares.....	\$	100.00
Average price received per share.....		100.00
Number of stockholders at date of last election..	126	
Number of stockholders in Iowa at same date....	5	
Amount of full-paid stock held in Iowa.....	158,900.00	
Capital stock issued [number of shares, 6,580] amount paid in...		658,000.00
Capital stock now outstanding.....		592,200.00
Total amount paid in as per books of the company.....		658,000.00
Capital stock, total amount realized in cash.....	\$	658,000.00
Capital stock paid in per mile of road owned by company [60.15 miles]		10,939.32

DEBT.

Funded debt as follows:		
First mortgage bonds, due July 1, 1897, bear interest at 7 per cent, which is payable January and July, amount.....	\$	463,000.00
Amount received from the same in cash and property		463,000.00
Unfunded debt.....	None.	
Other debts—current credit balances, etc.....		40,087.50
Total debt liabilities.....		508,087.50
Amount of debt liabilities per mile of road [60.15 miles].....		8,363.88
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments		420,972.49
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	Nothing.	

DESCRIPTION OF ROAD.

* Length of main line of road completed, from Maple River
Junction to terminus at Mapleton..... 60.15

TERMS OF LEASE.

This company's road is leased in perpetuity, to the Chicago & Northwestern Railway Company, from and after the 23d day of November, A. D., 1876, for a rental of 7-15 of the gross earnings, up to \$1,500.00 per mile per annum, and 33½ per cent. of gross earnings in excess of \$1,500.00 per mile per annum. Provided that in no case shall the minimum rental be less than \$400.00 per mile per annum, and the maximum rental more than \$1,350.00 per mile per annum.

Lands—Congressional Grant.

This company has no land grant.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President Horace Williams, Cedar Rapids, Iowa.
Vice-President, Fred. L. Ames, Boston, Mass.
Secretary, Henry V. Ferguson, Cedar Rapids, Iowa.
Treasurer, David P. Kimball, Boston, Mass.
Assistant Treasurer, J. Van Deventer, Cedar Rapids, Iowa.
Register of Stock, David P. Kimball, Boston, Mass.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Mass.
Fred. L. Ames, North Easton, Mass.
John I. Blair, Blairstown, N. J.
Wm. T. Glidden, Boston, Mass.
David P. Kimball, Boston, Mass.
Frederick Nickerson, Boston, Mass.
Horace Williams, Clinton, Iowa.
General Offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, Wednesday, succeeding third Tuesday of May.

Fiscal year of the company, from March 31st, to April 1st.

STATE OF IOWA, }
County of Linn. }

I, Horace Williams, President of the Maple River Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief. .

(Signed,)

[L. S. OF R. R.]

HORACE WILLIAMS.

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

CHAS. H. CLARK,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 6th day of November, 1878.

* Length in all cases given in miles and decimals.

REPORT

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1978.

CAPITAL STOCK.

Capital stock authorized by articles of association.....		\$27,200,000.00
Par value of shares.....	\$100.00	
Average price received per share.....	About par	
Number of stockholders at date of last election.....	1,795	
Number of stockholders in Iowa at same date..	8	
Amount of full-paid stock held in Iowa.....	\$73,400.00	
Capital stock authorized by vote of company, [number of shares].....	250,000	
Capital stock issued [number of shares 209,800] amount paid in.....		20,980,000.00
Capital stock paid in on shares not issued [number shares].....	None.	
Capital stock paid in common. See question 8.		
Capital stock paid in preferred, and conditions of preferment.....	None.	
Capital stock of the Iowa Southern & Missouri Northern R'y Co., (See note below.).....		5,245,600.00
Capital stock, total amount paid in as per books of the company.....		20,980,000.00
Capital stock, total amount realized in cash.....	\$20,980,000.00	
Capital stock, total amount realized in property..	Nothing	
Capital stock paid in per mile of road owned by company.....	635.96 miles	32,989.50

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed including rails and bridges, &c. \$	6,186,000.00
Estimated value of rolling stock	2,825,500.00
Estimated value of stations, buildings, and fixtures.....	850,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	250,000.00
Estimated value of property per mile of road (635.96 miles).....	15,899.73

NOTE.—This company operates the Iowa Southern & Missouri Northern Railroad under lease. The capital stock of that corporation, amounting to \$5,245,600.00, is held in trust for the stockholders of this company.

DEBT.

Funded debt, as follows:

First mortgage bonds (due 1917, bear interest at 6 per cent., which is payable semi-annually) amount.....	\$*9,000,000.00
Income or other mortgage bonds (due 1895, bear interest at 6 per cent., which is payable semi-annually,) amount..	1,000,000.00
Total amount of funded debt..	\$10,000,000.00
Amount received from the same in cash about.... (\$6,012,000.00)	
Amount received from the same in property. ....( 3,888,000.00)	
Unfunded debt incurred in any manner and how..	None.
Bonds of Chicago & Southwestern R'y, as shown below.....	5,000,000.00
Other debts,—current credit balances, etc.....	392,874.98
Total debt liabilities.....	\$15,392,874.98
Amount of debt liabilities per mile of road (1,003.20 miles,).....	15,343.76
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Chicago & Southwestern Railway Co. Bonds—principal, \$5,000,000.00 and interest at 7 per cent., guaranteed by C., R. I. & P. R. R. Co.	

COST OF ROAD AND EQUIPMENT.

Construction of Road, and Branches (not reported separately), Built by Company.

Total cost of construction and equipment of road and branches given below. Company has no data by which the cost of right-of-way, equipment, etc., can be separately determined, as all such details were destroyed by fire in 1871.

Total cost of road and equipment, including estimated cost of Iowa Southern & Missouri Northern R. R.....	\$42,396,885.81
Average cost of same per mile.....	42,270.07
Proportion of same for Iowa.....	26,387,091.20

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line extension or alteration of road.....	} \$ 58,328.65
Branches, extension or alteration of road, specifying each....	
Double track extension.....	24,108.38
Passenger and freight stations, wood-sheds and water-stations...	13,029.77
Engine-houses, car-sheds and turn-tables.....	2,457.96
New locomotives.....	} Charged as equipment. 46,872.02
New snow-plows.....	
New passenger cars.....	
New mail and baggage cars.....	
New freight cars.....	} 532.00
Machine-shops, machinery and tools.....	
New fences.....	2,177.13
Any other expenditures charged to property account, specifying same. Masonry and bridge abutments, extra cost of iron over wooden bridges, and engineering.....	19,778.00
Total.....	\$167,283.91

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are

*Total amount when all the 7 per cent. bonds are exchanged.

the cost of these improvements charged to repairs or construction, and the reasons therefor. Steel rails wholly charged to repairs; reducing grades and ballasting track charged to construction account. In replacing wooden bridges by stone and iron structures the excess in cost of such iron or stone structures over wooden has been charged to construction account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1877.....	\$ 144,957.36	\$ 415,793.77
August,	1877.....	154,268.12	557,280.73
September,	1877.....	187,279.22	572,590.74
October,	1877.....	182,077.39	589,400.91
November,	1877.....	141,984.50	482,217.11
December,	1877.....	141,063.60	371,544.62
January,	1878.....	134,268.13	452,552.36
February,	1878.....	131,106.51	446,946.51
March,	1878.....	164,502.04	535,842.49
April,	1878.....	141,929.26	531,056.01
May,	1878.....	137,066.02	585,457.75
June,	1878.....	146,453.93	439,057.66
Totals.....		\$ 1,806,956.08	\$ 5,979,840.66

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1877.....	\$ 12,563.60	\$ 9,100.00	\$ 22,483.34
August,	1877.....	12,563.60	9,450.00	21,035.54
September,	1877.....	12,563.60	8,750.00	17,093.40
October,	1877.....	12,563.60	9,450.00	21,555.83
November,	1877.....	12,563.60	9,100.00	15,697.76
December,	1877.....	12,563.60	9,100.00	17,811.03
January,	1878.....	12,563.60	9,450.00	24,761.42
February,	1878.....	12,563.60	8,400.00	18,159.20
March,	1878.....	12,563.60	9,100.00	15,683.05
April,	1878.....	12,563.60	9,100.00	15,379.25
May,	1878.....	12,563.60	9,450.00	18,400.57
June,	1878.....	12,563.60	8,750.00	11,846.21
Totals.....		\$150,763.20	\$ 109,200.00	\$ 219,906.60

Recapitulation of Earnings.

Receipts from passengers.....	\$	1,806,956.08
Receipts for express.....		109,200.00
Receipts for mails.....		150,763.20
<hr/>		
Total receipts from passenger trains.....	\$	2,066,918.28
Receipts from passenger trains, per train mile run, [1,396,587 miles].....	\$	1.29
Receipts from freight.....		5,979,840.66
<hr/>		
Total receipts from freight trains.....		\$5,979,840.66
Receipts from freight trains, per train mile run, [4,533,266 miles].....	\$	1.32
Receipts from miscellaneous sources.....		219,906.60
<hr/>		
Total earnings.....		\$8,266,666.54
Proportion for Iowa.....	\$4,998,933.72	
Earnings per mile of road operated, [1,032.28 miles]..	8,008.16	
Per train mile, for passenger, freight, and mixed trains, [5,959,084 miles]	1.38	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? Have not.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.*Class 1.—Maintenance of Way and Buildings (charged to operating expenses).*

Repairs of track—labor and supplies, (exclusive of new rails)....	\$	746,679.02
Repairs of bridges—labor and supplies.....		87,161.83
Repairs of fences—labor and supplies.....		21,781.56
Repairs of buildings—stations and water-tanks, etc.....		68,757.83
Repairs of telegraph.....		8,145.83
New rails, deducting old rails sold.....		213,613.13
<hr/>		
Total.....	\$	1,146,139.20

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies.....	263,745.67
Repairs of cars—labor and supplies.....	381,621.28
Repairs of machinery and tools—labor and supplies.....	12,943.01
<hr/>	
Total.....	\$ 658,309.96

Class 3.—Conducting Transportation.

Fuel.....	\$	464,904.59
Oil, waste, and lights.....		59,643.67
Wages of employes—conductors, enginemen, brakemen, station- men (all grades), and clerks.....		1,274,892.13
Miscellaneous train and station supplies, expenses.....		64,998.76
Loss and damage of goods.....		19,709.29
Injuries to persons.....		51,469.25
Damages for stock killed.....	}	26,424.64
Damages to property, including damages by fire.....		
Hire of cars.....		64,817.32
Legal expenses.....		33,172.13
All other expenses chargeable to this account.....		124,950.48
<hr/>		
Total.....	\$	2,214,982.26

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 47,300.00
Taxes in Iowa.....	118,677.95
Taxes in other States.....	131,574.83
Advertising, printing, and stationery.....	41,220.77
Total.....	\$ 338,773.55

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$4,358,204.97
Proportion for Iowa	\$2,636,054.62
Per mile of road operated.....	4,222.89
Per train mile of passenger, freight, and mixed trains, 5,959,084 miles, \$0.73.	
Expense of running and management of passenger trains, as per class 3.....	553,745.56
Expense of running and management of passenger trains, per train mile, 40c.	
Expense of running and management of freight trains, as per class 3	1,594,787.23
Expense of running and management of freight trains per train mile, 35c.	
Percentage of expenses to earnings, 52.73.	
Net earnings per train mile, 6,516,901 miles, \$0.60.	

GENERAL RECAPITULATION.

Total earnings.....	8,266,666.54
Receipts during the year.....	8,266,666.54
Operating expenses	4,358,204.97
Net earnings—earnings above operating expenses.....	3,908,461.57
Total receipts above operating expenses	3,908,461.57
Percentage of net earnings to stock and debt, \$9 39.	
Percentage of net earnings to cost of road and equipment, \$9.22.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	1,004,545.00
Total interest liability for the year.....	1,004,545.00
Receipts above operating expenses and interest.....	2,903,916.57
Amount paid during the year for permanent improvements, and charged to cost of road	167,283.91
Amount paid during the year for permanent improvements, and charged to operating expenses .....	.....
Floating debt liquidated during the year. No floating debt.	
Dividends declared, 8 per cent. for the year, amount.....	1,678,400.00
Date of last dividend declared, May 1, 1878.	
Balance for the year, or surplus.....	1,058,232.66
Surplus at the commencement of the year	6,371,853.63
Total surplus	7,430,086.29

State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?

\$2,732,120.83 of surplus has been absorbed in construction and improvement of road.

1,347,992.59 of surplus has been absorbed in cash, materials, or balances due from other roads.

3,349,972.87 of surplus has been absorbed in capital stock of other railroads, mostly Iowa Southern & Missouri Northern Railroad, operated by this company.

\$7,430,086.29

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Cost of road and equipment, including branches.....	\$33,710,629.44
Pacific Hotel, and other bonds, charged to suspended debt acct..	557,148.99
Capital stock in connecting roads	4,932,653.19
Construction repairs account	9,441.09
Salaries of agents and clerks.....	27,491.54
Books, printing, and stationery.....	2,822.19
Station-house expenses.....	7,441.58
Labor of handling freight, watchmen, etc.....	28,298.71
Conductors, baggagemen, and brakemen	21,941.64
Engineers, firemen, and wipers.....	34,896.86
Fuel account	40,716.96
Oil, tallow, and waste.....	5,217.11
Loss and damage of goods and baggage.....	1,248.33
Damages for injuries to persons	5.00
Taxes on real estate	2,852.03
Contingent account	10,089.29
Legal expenses.....	792.79
Repairs of engines and tenders.....	25,533.22
Repairs of cars.....	40,162.04
Tools and machinery in shops	1,168.68
Repairs of roadway and track	111,175.07
Cost of iron for repairs, and renewal of rails	60,577.78
Repairs of fences and gates.....	2,583.30
Repairs of bridges and draws.....	5,761.13
Repairs of buildings and fixtures	4,411.13
Damages for cattle killed, and damage by fire	1,500.48
Repairs of telegraph	787.35
Missouri river bridge tolls	5,744.82
Dining-car expenses.....	2,969.16
Car service account	8,223.68
Cash in New York Deposit Bank	123,409.35
Deposit to pay coupons.....	5,105.47
Loans made on collateral security.....	1,073,597.00
Bonds of this company on hand.....	430,000.00
Totals.....	\$41,296,396.40

Cr.

Suspended debt account.....	\$ 557,148.99
Interest received on loans.....	9,903.48
Outstanding scrip convertible into stock.....	200.00
Profit and loss account.....	7,430,086.29
Amount due local treasurer in Chicago.....	185,119.73
Six per cent. mortgage bonds outstanding.....	9,475,000.00
Amount due income bond sinking fund.....	3,024.38
Capital stock account.....	20,979,800.00
Due commissioners of sinking fund.....	778,423.50
Suspense account.....	6,641.44
Six per cent. income bonds outstanding.....	784,000.00
Fractional agreements convertible into bonds outstanding.....	100.00
Profit in exchanging six per cent. mortgage bonds for income bonds.....	460.00
Interest on bonds due July 1st.....	276,455.47
Seven per cent. mortgage bonds outstanding.....	100,000.00
Receipts from passengers.....	141,929.26
Receipts from freight.....	531,056.01
Receipts from mails.....	12,563.60
Receipts from other sources.....	24,479.25
	<u>\$41,296,396.40</u>

Crossings.

What railroads cross your road at grade in this State, and at what locality?

Burlington, Cedar Rapids & Northern Railroad at West Liberty and Columbus Junction.

Central of Iowa Railroad at Grinnell.

Keokuk & Des Moines Railroad near Oskaloosa.

Des Moines and Fort Dodge Railroad at Valley Junction.

Chicago, Burlington & Quincy Railroad at Council Bluffs.

What railroads cross your road either over or under your grade in this State, and where?

Central of Iowa Railroad near Oskaloosa.

Davenport & Northwestern Railroad at Davenport.

Number of crossings of highways at grade in this State without protection.....	496
Number of crossings of highways at grade in this State at which there are gates or flagmen	10
Number of crossings of highways over railroad	21
Number of crossings of highways under railroad.....	29
Number of highway bridges 18 feet above track	21
Number of highway bridges less than 18 feet above track	1

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? All trains or engines are required to come to a full stop before crossing another railroad at grade.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to ring bell or sound whistle eighty rods before coming to a highway, and continue to ring bell till the crossing is passed.

Stations.

Number of stations.....	166
Same in Iowa	97

Employes.

Number of persons regularly employed on all roads operated by company, including officials.....	5,809
Same in Iowa.....	2,028

Fencing.

How many miles of fencing have you on your road in Iowa?

Estimated at 1,100 miles.

How many miles of fencing have you built during the year?

About..... 3 miles.

What was the average cost per rod?\$1.00 to \$1 25

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

Twenty and 84-100 miles in Mahaska county; twenty-four and 86-100 miles in Marion county.

Aggregate amount, 45 and 70-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	185
Number of locomotives of more than 20 tons weight, exclusive of tender.....	43
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars, 8-wheel.....	91
Number of express and baggage cars, and mail-cars.....	32
Number of box freight cars.....	2,543
Number of stock cars.....	654
Number of coal cars.....	1,0 0
Number of conductors' way cars.....	88
Other cars as follows: Hand-cars, push-cars, wrecking-cars..	315
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains--give the weight of engines gererally used. Between 35 and 37 ton engines.....	218.8 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power or weight--give the weight of engine generally used. Six to ten cars. Weight of engine	30 to 35 tons.
Number of locomotives equipped with train-brake.....	44
Number of passenger cars and baggage cars equipped with train-brake.....	113
What kind of train-brake is in use on your road? Westinghouse Air-Brake.	
Number of passenger cars with Miller platform and buffer..	91
Number of passenger cars with any other platform and buffer.....	32

TELEGRAPHS.

Miles of telegraph on line operated by company	1,014
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	80
Number of telegraph stations operated by company.....	31
Number of telegraph stations operated jointly by rail and telegraph companies.....	78

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	1,396,587
Miles run by freight and mixed trains.....	4,533,266
Total mileage of passenger, freight and mixed trains.....	5,929,853
Miles run by construction and other trains	557,817
Total train miles run.....	6,487,670
Miles run by rented cars.....	12,642,309
Total number of passengers carried	1,547,814
Total passenger mileage, or passengers carried one mile.....	61,270,208
Average amount received from each passenger	\$1.17
Average distance traveled by each passenger--miles.....	40
Total tons of freight carried.....	1,768,118
Total freight mileage, or tons carried one mile.....	357,259,086
Highest rate of fare per mile, for any distance in Iowa.....	\$.03
Lowest rate of fare per mile, for any distance in Iowa, (single fare).....	.02
Average rate of fare per mile, for all passengers in Iowa....	.02.94
Average rate received per mile, per ton, for all freight carried in Iowa.....	.01.5
Average number of cars in passenger trains, including baggage-cars.....	

Average number of cars in freight trains.....	18
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers...	150 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express trains, including stops.....	25 miles.
Rate of speed of freight trains, including stops.....	12 miles.

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	422,285	24
Flour.....	19,429	1
Provisions (beef, pork, lard, etc.).....	20,226	1
Animals.....	181,871	10
Other agricultural products.....	19,913	1
Lumber and forest products.....	263,901	15
Coal.....	251,387	14
Plaster.....	19,986	1
Salt.....	27,396	2
Petroleum.....	1,683	...
Railroad iron—iron and steel rails, pig and bloom iron, and other iron and castings.....	33,559	2
Ores.....	21,793	1
Stone and brick.....	36,657	2
Manufactures—articles shipped from point of production....	21,672	1
Merchandise and other articles, not enumerated above.....	426,360	25
Total tons carried.....	1,768,118	100

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company pays a sum equal to double first class rates on a specified weight daily. Cars furnished by railroad company, and hauled on passenger trains. Freight received from and delivered into cars by express company.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? Cars of the Red, Blue, Empire, Union, and other lines, are run on the road. Freight pays tariff rates, and company allows usual car mileage. No preference is given in speed or order of transportation.

What amount have you paid other corporations, car loaning, companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each? Usual freight car mileage of 4 cents per mile, per car, paid for all cars belonging to other railroads or transportation companies. Total amount paid, \$94,817.32.

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping and dining-cars are owned and run by this company, for which we charge \$1.50 per night extra for each double berth in sleeping-car, and 75c. each for full meal in dining-car.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$150,763.20, based on weight of mails.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. 550,193 51-100.

State the number of acres yet to inure to your company from Congressional grants. Uncertain, but small.

State the average price at which these lands are offered for sale by the company. About \$8.

State the average price at which these lands have been sold or contracted by the company. \$7.50.

State the number of acres sold. 251,764 65-100.

State the amount received from sales, including bills receivable. \$1,907,838.38.

State the amount received from outstanding contracts. Included above.

State the amount received from forfeited contracts (including interest on deferred payments received by the company.) \$3,538.60.

State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1878. \$1,446,564.70.

Lands—State or Swamp-Land Grant.

State the number of acres of swamp-lands received from counties. None.

Summary.

Total amount of lands received by company.....	550,193.51 acres.
Total amount of lands sold by company	251,764.65 acres.
Total amount of lands contracted by company. Included above.	
Cash payments from sales, contracts, forfeited contracts (including interest on deferred payments received by the company.....	\$1,446,564.70
State the value of donations of right of way and station grounds to your company. Estimated at.....	25,000.00
State the value of donations of other real estate to your company. Estimated at	15,000.00

Aug. 20	A. B. West	Passenger	Altoona	Calvert washed away, wounded	Accidental
Aug. 20	Miss Kate Foley	Hand car	Marne	Derailment of hand car, wounded	Accidental
Sept. 8	Charles Taylor	Brakeman	Bossesville	Coupling cars wounded	Accidental
Sept. 10	Geo. Morris	Citizen	Des Moines	Getting on train, killed	Accidental
Sept. 10	Geo. Morris	Brakeman	Des Moines	Fell off car in motion killed	Accidental
Sept. 17	E. M. Woodin	Brakeman	Bozeman	Falling off cars in motion wounded	Accidental
Sept. 18	Reutin Thode	Brakeman	Cass	Fell off tender wounded	Accidental
Sept. 23	Clayton Proby	Section boss	Fairfield	Collision of cars, engine killed	Accidental
Sept. 25	Betty Ford	Laborer	Payson	Timber slipped in loading, wounded	Accidental
Sept. 25	Thomas White	Laborer	Payson	Timber slipped in loading, wounded	Accidental
Sept. 28	C. Metcalf	Citizen	Muscatine	Getting on train, wounded	Accidental
Oct. 6	Andrew Lee	Brakeman	Lowville	Coupling cars, wounded	Accidental
Oct. 9	J. E. Arkley	Brakeman	Winton	Fell off flat car, wounded	Accidental
Oct. 16	Clayton Hays	Brakeman	Libertyville	Slipped in train, killed	Accidental
Oct. 16	M. Fulton	Brakeman	Welling	Coupling cars, wounded	Accidental
Oct. 23	R. C. Hays	Laborer	Welling	Slipped in train, wounded	Accidental
Oct. 23	W. F. Ryan	Laborer	Welling	Slipped in train, wounded	Accidental
Nov. 6	J. N. Givens	Switchman	Connel Bluffs	Back of car, wounded	Accidental
Nov. 10	J. McGowan	Passenger	Connel Bluffs	Coupling cars, wounded	Accidental
Nov. 10	J. McGowan	Switchman	Connel Bluffs	Coupling cars, wounded	Accidental
Nov. 13	J. McGowan	Switchman	Connel Bluffs	Coupling cars, wounded	Accidental
Nov. 21	A. B. Seiffert	Conductor	Connel Bluffs	Derailment of engine, wounded	Accidental
Nov. 24	D. Harrison	Citizen	Connel Bluffs	Derailment of engine, wounded	Accidental
Nov. 29	F. Shuman	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 1	John P. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 3	C. P. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 4	F. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 7	C. C. Chase	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 16	Wm. Bell	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 17	John C. Cary	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 18	Wm. Cary	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Dec. 24	H. Gresham	Conductor	Connel Bluffs	Derailment of engine, wounded	Accidental
1878					
Jan. 6	R. Harrison	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Jan. 11	F. Woodrow	Clerk	Connel Bluffs	Derailment of engine, wounded	Accidental
Jan. 13	Thos. Livingston	Passenger	Connel Bluffs	Derailment of engine, wounded	Accidental
Jan. 18	Wm. Quinn	Laborer	Connel Bluffs	Derailment of engine, wounded	Accidental
Jan. 20	Wm. J. Chase	Switchman	Connel Bluffs	Derailment of engine, wounded	Accidental
Jan. 21	F. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Feb. 8	F. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Feb. 9	R. C. Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Feb. 26	Thos. Cary	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Feb. 27	C. L. Mason	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Mar. 1	C. L. Mason	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
Mar. 1	R. Fairbank	Citizen	Connel Bluffs	Derailment of engine, wounded	Accidental
April 1	Geo. Metcalf	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
April 4	James Hays	Brakeman	Connel Bluffs	Derailment of engine, wounded	Accidental
April 9	A. Melbride	Yard-master	Connel Bluffs	Derailment of engine, wounded	Accidental
April 13	J. Hair Krooter	Section hand	Connel Bluffs	Derailment of engine, wounded	Accidental

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

DATE 1878.	NAME OF PERSON.	OCCUPATION.	LOCATION.	CAUSE OF ACCIDENT AND NATURE OF INJURY.	REMARKS.
April 23	Flora Bradway	Passenger	Summerset Junction	Coupling of cars wounded	Accidental
April 24	A. J. M. Schell	Civilized	Amite	Boarding freight cars, wounded	Carelessness
April 25	Thomas F. H. H.	Freight	Carlisle	Knocked down by car, wounded	Accidental
April 30	Wm. Bailey	Civilized	Des Moines	Crossing track at light, wounded	Accidental
May 22	Wm. H. H.	Freight	Amite	Coupling cars, wounded	Accidental
May 23	Wm. H. H.	Freight	Florida	Derailment of engine, wounded	Accidental
June 6	J. H. H.	Freight	Weston	Struck by bridge, wounded	Carelessness
June 8	J. H. H.	Freight	Washington	Coupling cars, wounded	Carelessness
June 15	L. H. H.	Freight	Osawa	Derailment of engine, wounded	Carelessness
June 16	R. W. H.	Freight	Harper	Repairing engine, wounded	Accidental
June 21	H. H. H.	Freight	Harper	Boarding train, wounded	Carelessness
June 23	Wm. H. H.	Freight	Victor	Fell off hand car, wounded	Carelessness

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control.....		16	
misconduct or want of caution.....	0		
Employees—from causes beyond their control	3		
misconduct or want of caution.....	1	4	
Others—at stations and highway crossings	1		
stealing rides	0		
trespassing, on track, etc.....	0	1	Total killed... 21
Injured — Passengers — from causes beyond their control.....	22		
misconduct or want of caution	2	24	
Employees—from causes beyond their control	29		
misconduct or want of caution	18	47	
Others—at stations and highway crossings.....	2		
stealing rides.....	2		
trespassing, on track, etc.....	3	7	Total injured 78

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Hugh Riddle, Chicago.
Vice-President, David Dows, New York.
Secretary and Treasurer, Francis H. Tows, New York.
Local Treasurer, W. G. Purdy, Chicago.
General Superintendent, A. Kimball, Davenport.
Assistant General Superintendent, A. Manvel, Chicago.
Division Superintendents, H. F. Royce, Des Moines; Geo. F. Walker, Trenton, Mo.
Freight Traffic Manager, J. T. Sanford.
Superintendent of Telegraph, A. R. Swift.
Auditor, C. F. Jilson.
General Passenger Agent, A. M. Smith.
General Freight Agent, W. M. Sage.
General Solicitor, T. F. Withrow.
General Ticket Agent, E. St. John.

NAMES OF DIRECTORS WITH RESIDENCE.

David Dows, New York.
Francis H. Tows, New York.
A. G. Dulman, New York.
Chas. R. Marvin, New York.
Sidney Dillon, New York.
Jay Gould, New York.
R. P. Flower, New York.
Benj. Brewster, New York.
F. L. Ames, North Easton, Massachusetts.
W. L. Scott, Erie Pennsylvania.
Hugh Riddle, Chicago.
H. H. Porter, Chicago.
Ransom R. Cable, Rock Island.
General offices at Chicago.
Date of annual meeting of stockholders, first Wednesday in June, each year.
Fiscal year of the company closes March 31st.

STATE OF ILLINOIS, }
County of Cook. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

HUGH RIDDLE.
W. G. PURDY.

Subscribed and sworn to before me, this 28th day of September, A. D., 1878.

[L. S.]

J. R. HAMMOND,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

CHICAGO, CLINTON, DUBUQUE & MINNESOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,156,600.00
Par value of shares	\$100
Capital stock paid in common	All.
Capital stock paid in preferred, and conditions of preference.....	None.

DEBT.

Total amount of funded debt.....	None.
Unfunded debt incurred for construction.....	280,334.53
Unfunded debt incurred in any other manner, and how?	None.
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None.

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not reported separately,) built by Company.

Grading and masonry.....	\$ 1,813,547.69
Bridging.....	601,266.05
Superstructure, including rails.....	2,086,437.11
Land, land damages, and fences	265,352.69
Passenger and freight stations, wood and coal sheds, and water stations.....	91,275.68
Engine-houses, car-sheds, turn-tables and machine-shops.....	330,000.00
Interest paid during construction, discount, etc.....	485,771.46
Engineering, agencies, salaries, and other expenses during construction.....	120,563.75
All other items charged to construction not enumerated above..	322,124.99
Total expended for construction	\$ 6,116,339.42
Average cost of construction per mile of road (not including sidings) [— miles].....	29,405.48

Cost of Equipment.

Locomotives	\$ 122,000.00
Passenger, mail, and baggage cars.....	54,889.74
Freight and other cars.....	372,880.00
Total for equipment.....	\$ 549,769.74
Average cost of equipment per mile of road operated by company in this State.....	2,643.12
Proportion of cost of equipment for Iowa	483,966.05

Cost of Road and Equipment.

Total cost of road and equipment	\$ 6,666,109.16
Average cost of same per mile	32,048.60
Proportion of same for Iowa.....	5,868,109.02

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line extension or alteration of road	None.
Branches extension or alteration of road, specifying each, Volga Valley Branch, 30 miles	\$ 280,166.91
Land	1,770.00
Passenger and freight stations, wood-sheds and water-stations...	2,100.00
Any other expenditures charged to property account, specifying same, iron bridges.....	8,456.56
Total.....	\$ 292,493.47

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1877	\$3,538.37	\$ 8,631.39	\$12,169.76
August, 1877.....	4,509.25	10,216.52	14,725.77
September, 1877.....	4,012.19	11,579.20	15,591.39
October, 1877.....	4,170.39	10,776.63	14,947.02
November, 1877.....	3,718.87	9,886.83	13,605.70
December, 1877.....	2,733.44	8,254.15	10,987.49
January, 1878.....	2,368.39	7,453.20	9,821.59
February, 1878.....	3,702.72	8,027.40	11,730.12
March, 1878.....	3,070.07	9,648.77	12,718.84
April, 1878.....	2,600.52	8,455.45	11,055.97
May, 1878.....	3,195.16	7,960.90	11,156.06
June, 1878.....	2,770.97	8,560.85	11,331.82
Totals	\$40,390.34	\$109,451.19	\$149,841.53

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 6,183.88	\$ 7,400.23	\$ 13,584.11
August,	1877	10,022.49	7,853.42	17,875.91
September,	1877	16,558.13	10,982.31	27,540.44
October,	1877	18,933.97	14,291.02	33,224.99
November,	1877	16,405.26	16,160.12	32,165.38
December,	1877	15,321.79	12,647.63	27,969.42
January,	1878	29,684.26	13,751.72	43,435.98
February,	1878	28,806.24	17,775.50	46,581.74
March,	1878	20,213.82	13,475.88	33,689.70
April,	1878	21,502.92	14,335.28	35,838.20
May,	1878	22,107.97	14,738.65	36,846.62
June,	1878	13,707.55	9,138.38	22,845.93
Totals		\$219,048.28	\$152,550.14	\$371,598.42

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	TRAIN RENT.
July,	1877	\$1,013.00	\$ 378.46	\$ 65.00
August,	1877	1,013.00	360.98	65.00
September,	1877	1,013.00	350.88	65.00
October,	1877	1,013.00	303.91	65.00
November,	1877	1,013.00	245.90	65.00
December,	1877	1,013.00	252.42	65.00
January,	1878	1,013.00	199.58	65.00
February,	1878	1,013.00	186.96	65.00
March,	1878	1,235.00	241.88	65.00
April,	1878	1,235.00	265.44	65.00
May,	1878	1,235.00	269.38	65.00
June,	1878	1,235.00	275.22	65.00
Totals		\$13,044.00	\$3,331.01	\$780.00

RECAPITULATION OF EARNINGS.

Have you made any advance or reduction in freight since the enactment of Chapter 77, of the Laws of the Seventeenth General Assembly—if so, what percentage? No change.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	}	\$ 78,987.69
Repairs of track—supplies (exclusive of new rails).....		
Repairs of bridges—labor and supplies.....		9,358.58
Repairs of fences—labor and supplies.....		913.68
Repairs of buildings,—stations and water-tanks, etc.....		1,677.25
Repairs of telegraph.....		726.56
All other expenditures chargeable to this account.....		
Total.....		\$91,663.76

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	\$18,328.54
Repairs of cars.....	24,448.43
Total.....	\$42,776.97

Class 3.—Conducting Transportation.

Fuel.....	\$ 27,475.45
Oil, waste and lights.....	2,491.69
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	65,354.30
Miscellaneous train and station supplies and expenses..	555.72
Water supply.....	2,050.71
Telegraph operation.....	6,692.61
Loss and damage of goods.....	224.75
Injuries to persons; damage for stock killed, and damages to property, including damages by fire.....	3,699.66
All other expenses chargeable to this account, use of track, etc..	7,964.54
Total	\$ 116,509.43

Class 4—General Expenses.

Salaries of the general officers of the company.....	\$ 6,300.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	12,445.14
Insurance.....	1,847.33
Taxes in Iowa.....	4,251.43
Taxes in other states.,.....	459.76
Advertising, printing and stationery.....	1,303.77
Total	\$ 26,697.43

Recapitulation of Expenses.

Total expenses of operating the road (embraced in class 1, 2, 3, and 4,)	\$277,647.59
Proportion for Iowa.....	\$246,521.34
Per mile of road operated	1,245.05
Percentage of expenses to earnings.....	51.55

GENERAL RECAPITULATION.

Total earnings	\$ 538,594.96
Total operating expenses.....	277,647.59
Net earnings—earnings above operating expenses.....	260,947.37

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 292,493.47
Amount paid during the year for permanent improvements, and charged to operating expenses.....	
Floating debt liquidated during the year.....	144,596.98

The Chicago, Clinton, Dubuque & Minnesota R. R. Co. was formed by consolidation of the Clinton & Dubuque R. R. Co. and the Dubuque & Minnesota R. R. Co., which had acquired possession of the Chicago, Clinton & Dubuque and Chicago, Dubuque & Minnesota Railroads, by foreclosure of the mortgage bonds.

The bonds have been retired and stock issued in the consolidated company in their place, as previously shown.

The balance sheet shows operations since March 1, 1878, the date of consolidation, and accounts transferred to the books of the consolidated company at that date.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Station agents.....	\$ 4,748.52
Material in store.....	7,309.34
Operating.....	121,775.32
U. S. Mails.....	3,904.53
Permanent improvement.....	12,206.49
Right-of-way.....	1,735.78
Old indebtedness.....	3,736.65
J. N. Denison, Treas.....	39,393.61
Constructing V. V. Branch.....	280,166.91
C., B. & Q. R. R. Co.....	364.61
W. & M. R. R. Co.....	4.09
Real estate.....	1,676.40
H. & W. D. H. R'y Co.....	5.44
C. & N. W. R'y Co.—general account.....	11.75
Interest account.....	4,646.52
Salt account.....	20.00
C. M. Carter, A. Tr.....	720.81
Total.....	\$ 482,426.77

CR.

Foreign ticket account.....	\$ 4,778.74
Wis. Valley R. R. Co.....	26.52
Tie account.....	258.34
Approved vouchers.....	20,552.53
Dubuque & Minn. R. R. Co.....	14,456.24
Unpaid rolls.....	731.71
Notes payable.....	280,334.53
Clinton & Dubuque R. R. Co.....	931.96
Western Union R. R. Co.....	7.58
Income account.....	160,348.62
Total.....	\$ 482,426.77

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Dubuque to McGregor, Nov. 22, 1871.

From McGregor to Harper's Ferry, March 3, 1872.

From Harper's Ferry to La Crescent, Oct. 6, 1872.

From Dubuque to Clinton, Oct. 22, 1872.

Length of main line of road completed, from Clinton to La Crescent, miles..... 164.5

Length of main line of road completed in Iowa..... 139.6

Length of main line of road completed in Minnesota..... 24.9

Branches owned by company, viz:

Volga Valley Branch, Turkey River Junc. to Wadena, length..... 43.6

Total length of road belonging to this company..... 208.1

Aggregate length of sidings and other tracks not above enumerated... 17.6

Same in Iowa..... 15.94

Aggregate length of tracks belonging to this company computed as single track, miles..... 225.7

Same in Iowa, miles..... 199.14

Gauge of track..... 4 ft. 8½ in.

Total length of tracks belonging to this company laid with iron rails. [Weights per yard, 50 and 56 lbs.] All.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract, Trackage Arrangement.

Name, Description and length of each,

Illinois Central Railroad, length*..... .64

Sabula, Ackley & Dakota, Railroad..... 5.36

Iowa Midland Railway..... 7.50

Total length of above roads..... 13.50

Total miles of road operated by this company..... 221.60

Total miles of road operated by this company, in Iowa..... 196.50

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 34; aggregate length, feet..... 4,367

Stone bridges, number of, 245; aggregate length, feet..... 3,748

Stram Beam, number of, 28; aggregate length, feet..... 1,444

Wooden trestles, number of, 327; aggregate length, feet..... 32,887

Culverts and drains, number of, size over 2½x3 feet, 49.

BRIDGES BUILT WITHIN THE YEAR—REBUILT.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Maquoketa River.....	Howe Truss..	Combination.	169½	February, 1878.
Village Creek, Allamakee County.....	Howe Truss...	Combination.	142½	June, 1878.

* Length in all cases given in miles and decimals.

Crossings.

What railroads cross your road at grade in this state, and at what locality?
Chicago, Milwaukee & St. Paul, at North McGregor.

Chicago, Milwaukee & St. Paul, at McGregor.

What railroads cross your road either over or under your grade in this state?
None.

Number of crossings of highways at grade in this state without protection 76

Number of crossings of highways at grade in this state at which there are gates or flagmen None.

Number of crossings of highways over railroad 1

Number of crossings of highways under railroad 1

Number of highway bridges 18 feet above track 2

Number of highway bridges less than 18 feet above track None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Trains stop 400 feet distant from crossing. Conductor and engineman must know track is clear. Yes.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One blast of the steam whistle and ringing of engine bell, one quarter mile distant from crossing, until crossing is passed. Yes.

Stations.

Number of stations 27

Same in Iowa 25

Employes.

Average number of persons regularly employed on all roads operated by company, including officials 485

Same in Iowa 475

Fencing.

How many miles of fencing have you on your road in Iowa? About 70 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender 4

Number of locomotives of more than 20 tons weight, exclusive of tender 8

Number of passenger cars—8-wheel 9

Number of express and baggage cars 4

Number of box freight cars 196

Number of stock cars and combination 144

Number of platform cars 58

Number of coal cars 20

Number of conductors' way cars 4

Other cars as follows: Pile driver cars 2

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—
570. Give the weight of engines generally used 570

570. Give the weight of engines generally used 33

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. Passenger engine 28 tons; cars 22

Number of locomotives equipped with train-brake 5

Number of passenger cars equipped with train-brake 9

What kind of train-brake is in use on your road? Westinghouse air brake.

Number of passenger cars with Miller platform and buffer 9

TELEGRAPHS.

Miles of telegraph on line operated by company.....	228.6
Number of telegraph offices in company's stations.....	31
Number of telegraph stations operated jointly by rail and telegraph companies	31

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	157,754
Miles run by freight trains.....	133 338
Miles run by mixed trains.....	22,500
Total mileage of passenger, freight and mixed trains.....	313,592
Miles run by construction and other trains.....	58,725
Total train miles run.....	372,317
Number of through passengers.....	14,940
Number of local passengers.....	72,632
Total number of passengers carried.....	87,572
Total passenger mileage, or passengers carried one mile.....	3,963,073
Average amount received from each passenger.....	1.71 1-10
Average distance traveled by each passenger—miles.....	44.38
Number of tons of through freight carried.....	99,621
Total mileage of through freight.....	6,010,194
Number of tons of local freight carried.....	136,232
Total mileage of local freight.....	8,567,155
Total tons of freight carried ..	235,853
Total freight mileage, or tons carried one mile.....	14,577,349
Highest rate of fare per mile for any distance.....	.04
Lowest rate of fare per mile for any distance—single fare.....	.02½
Average rate of fare per mile received for through passengers...	.03 54-100
Average rate of fare per mile received for local passengers.....	.03 87-100
Average rate of fare per mile for all passengers.....	.03 78-100
Average rate received per mile per ton for through freight.....	.03 47-100
Average rate received per mile per ton for local freight .....	.01 78-100
Average rate received per mile per ton for all freight carried....	.02 54-100
Rate of speed of passenger and express trains, including stops, miles per hour	18
Rate of speed of freight trains, including stops, miles per hour..	8

Tonnage of Articles Transported.

Grain	29,202
Flour	4,067
Provisions—beef, pork, lard, etc.....	1,689
Animals.....	5,265
Other agricultural products.....	3,226
Lumber and forest products	43,710
Coal.....	12,160
Salt	7,984
Petroleum—coal oil	316
Merchandise and other articles not enumerated above.....	128,234
Total tons carried.....	235,853

ADDITIONAL QUESTIONS.

What express companies run on your road? American Express Co.
What freight and transportation companies run on your road? None.

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman Palace Car Co.'s sleeping-cars run between McGregor and Clinton in connection with the C. & N. W. Ry. for Chicago. One-half cent per mile additional fare charged by owners of car.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$60 per mile per year.

ACCIDENTS TO PERSONS IN IOWA.

September 27, 1877—Philip Stempfer, a boy 15 years of age, was run over and killed by a freight train two and one-half miles south of Dubuque. He was lying in the middle of the track on a sharp curve, where he could not be seen soon enough to stop the train (which was running at a slow rate of speed) in time to prevent the accident. Appearances indicated that the boy had been foully dealt with, and placed in the middle of the track to cover up the deed. Verdict of the coroner's jury exonerated the company from all blame.

November 27, 1877—An unknown man, said to have been a tramp, attempted to get upon a moving freight train that was just leaving Turkey River station. He fell between the cars, and was killed. As he had bought no ticket it is supposed he intended to steal a ride. Coroner's jury attached no blame to the company, or its employes.

December 21, 1877—A young man named Smith attempted to get upon a freight train, running at the usual rate of speed, one mile north of Lansing. He fell, and the wheels passed over his legs, crushing them. He died from the effects of the injury.

March 14, 1878—Frank Sheridan, an employe of the road, in the capacity of freight train brakeman, while coupling cars at Lansing had the middle finger of his right hand crushed, rendering amputation of a part of the same necessary. This accident was the result of carelessness on his part in not observing the rules of the company in regard to coupling cars.

April 18, 1878—William Brick, aged 10 years, at Dubuque got upon the foot-board in front of the switch engine without the knowledge of the engineer, and in some way fell off while the engine was in motion. His right arm was run over and so badly crushed as to render amputation above the elbow necessary. No blame could be attached to the company or its employes.

RECAPITULATION OF ACCIDENTS.

Killed—Stealing rides.....	2	
Trespassing on track, etc.....	1—3	Total killed, 3
Injured—Employes—misconduct or want of caution ...	1	
Others—stealing rides.....	1—2	Total injured, 2

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Hon. James F. Joy.
 Vice-President, Alpheus Hardy.
 Secretary, J. N. Denison.
 Treasurer, J. N. Denison.
 General Superintendent, F. O. Wyatt, Dubuque, Iowa.
 Assistant Superintendent, S. A. Wolcott, Dubuque, Iowa.
 Superintendent of Telegraph, E. P. Lyman, Dubuque, Iowa.
 Auditor, F. O. Wyatt, Dubuque, Iowa.
 General Passenger and Freight Agent, Joseph Chapman, Dubuque, Iowa.
 Attorneys, General and Local, Griffith & Knight, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Nath. Thayer, Boston, Massachusetts.
 Sidney Bartlett, Boston, Massachusetts.
 John A. Burnham, Boston, Massachusetts.
 H. H. Hunnewell, Boston, Massachusetts.
 John N. Denison, Boston, Massachusetts.
 Alpheus Hardy, Boston, Massachusetts.
 F. Bartlett, Boston, Massachusetts.
 James F. Joy, Detroit, Michigan.
 J. W. Brooks, Boston, Massachusetts.

General offices at Dubuque, Iowa.

Date of annual meeting of stockholders, last Friday in February.

Fiscal year of the company, March 1st to March 1st.

STATE OF IOWA, }
 County of Dubuque. }

I, F. O. Wyatt, General Superintendent, of the Chicago, Clinton, Dubuque & Minnesota Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. OF R. R.]

F. O. WYATT,
 General Superintendent.

Subscribed and sworn to before me, this 27th day of September, A. D., 1878.

[L. S.]

E. P. LYMAN,
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

DAVENPORT & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 3,520,000.00
Par value of shares.....	\$ 100.00
Average price received per share, not marketable.....	
Number of stockholders at date of last election.....	29
Number of stockholders in Iowa at same date.....	19
Amount of full-paid stock held in Iowa.....	\$ 4,600.00
Capital stock authorized by vote of company, number of shares.....	35,200
Capital stock issued [number of shares 34,200] amount paid in...	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	\$ 587,691.66
Estimated value of rolling stock.....	73,310.00
Estimated value of stations, buildings, and fixtures.....	35,825.00
Total.....	\$ 696,826.66

DEBT.

Funded debt, as follows:

First mortgage bonds (due December 1, 1906, bear interest at 5 per cent., which is payable December 1 and June 1,) amount.....	\$ 1,710,000.00
Unfunded debt incurred for construction.....	147,725.58
Unfunded debt incurred for equipment.....	5,960.00
Unfunded debt incurred for real estate (right-of way).....	43,141.08
Total.....	\$ 196,826.66

Other debts—current credit balances, etc—(see *General Balance Sheet*.)

COST OF ROAD AND EQUIPMENT.

The road, equipment, depot grounds, buildings, and appurtenances were purchased at Master's sale for \$500,000.00. An indebtedness of \$196,826.66 was incurred in extending the road into the city of Davenport. The general manager is unable to furnish the details asked for.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 366.14	\$ 5,798.95	\$ 6,165.09
August,	1877	618.76	5,292.72	5,911.48
September,	1877	556.08	6,159.63	6,715.71
October,	1877	540.55	5,954.85	6,495.40
November,	1877	387.78	4,932.41	5,320.19
December,	1877	473.33	6,048.17	6,521.50
January,	1878	444.98	5,168.88	5,613.86
February,	1878	556.84	4,985.08	5,541.92
March,	1878	562.44	5,768.31	6,330.75
April,	1878	455.78	4,250.34	4,706.12
May,	1878	527.17	4,245.60	4,772.77
June,	1878	478.4	4,573.54	5,052.02
Totals .	.....	\$ 5,968.33	\$ 63,178.48	\$ 69,146.81

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 2,189.01	\$ 4,919.18	\$ 7,098.19
August,	1877	3,792.34	5,060.63	8,852.97
September,	1877	5,234.53	6,910.62	12,145.45
October,	1877	5,344.11	8,508.51	13,852.62
November,	1877	4,899.99	7,655.71	12,555.70
December,	1877	7,010.36	6,103.68	13,114.04
January,	1878	10,159.00	5,931.62	16,090.62
February,	1878	7,410.19	4,866.87	12,277.06
March,	1878	5,998.90	7,585.32	13,584.22
April,	1878	4,813.58	5,607.53	10,421.11
May,	1878	7,462.49	6,174.50	13,636.99
June,	1878	5,414.19	4,229.61	9,643.80
Totals.....	.....	\$ 69,728.69	\$ 73,544.08	\$143,272.77

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July,	1877.....	\$ 625.53	\$ 252.48	\$ 1.70
August,	1877.....	625.53	290.25	7.00
September,	1877.....	625.53	254.17	5.00
October,	1877.....	625.53	237.57	6.15
November,	1877.....	625.53	211.35	5.00
December,	1877.....	625.53	227.35	24.80
January,	1878.....	625.53	212.63	.....
February,	1878.....	625.53	182.03	3.60
March,	1878.....	625.53	195.55	.....
April,	1878.....	625.53	193.82	10.73
May,	1878.....	625.53	193.80	.....
June,	1878.....	625.53	171.52	15.00
Totals		\$ 7,506.44	\$ 2,622.47	\$ 78.98

Recapitulation of Earnings.

Ordinary Expenses.

Advertising.....	\$ 81.65
Agencies—foreign, passenger.....	.....
Agencies—foreign, freight.....	.....
Maintenance of buildings.....	1,441.81
Maintenance of bridges.....	13,476.71
Maintenance of fences.....	115.14
Maintenance of telegraph.....	98.89
Maintenance of cars.....	13,993.68
Maintenance of motive power.....	15,601.41
Maintenance of road.....	47,073.45
Fuel and water station, expense and repairs	2,974.76
Engine houses, M. S. and T. T. Ex. and Rep.....	193.71
Station service.....	15,112.85
Train service.....	774.20
Telegraph service.....	1,342.99
Mail service.....	.....
Car rental.....	212.50
Track rent.....	2,250.40
Conductors, B. M., and brakemen.....	9,417.39
Engineers and firemen.....	12,845.21
Fuel consumed.....	16,017.88

Stock killed.....	\$ 1,548.05
Damage to persons and baggage.....	9.61
Loss and damage—freight.....	70.18
Legal expenses.....	1,858.75
General expenses.....	12,927.80
Printing and stationery.....	1,348.88
Freight earnings.....	
Passenger earnings.....	
Tools and machinery.....	1,458.08
Furniture and fixtures.....	
Taxes for 1876	11,770.85
Miscellaneous—insurance.....	413.69
Total operating expenses.....	\$ 184,430.52

Extraordinary Expenses.

Side tracks.....	194.68
Buildings and turn tables.....	818.34
Fencing and stock yards.....	2,221.37
Tools, machinery and fixtures.....	276.05
Right-of-way.....	670.82
Legal expenses.....	3,261.89
Extension account	1,345.68
Taxes for 1877.....	11,669.53
Total.....	\$ 20,458.36

GENERAL RECAPITULATION.

Total earnings.....	\$ 222,627.47
Total receipts during the year, ordinary.....	\$184,430.52
Total operating expenses, extraordinary.....	20,458.37
Net earnings—earnings above operating expenses.....	\$ 17,738.58

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

General property account.....	\$ 5,130,000.00
Extension account.....	196,826.66
August Rutten, Treasurer :	
Remitted him on account of tax and subscription..	\$40,521.08
Extension account, right-of-way.....	3,966.67
Extraordinary expenses, legal.....	871.22
	<u>45,358.97</u>
Operating expenses till June 30, 1878, 6 months.....	94,166.79
Extraordinary expenses till June 30, 1878, 6 mos..	15,163.08
	<u>109,329.87</u>
August Rutten, Treasurer, in account of taxes.....	5,000.00
Stock of material on hand.....	13,511.80
Due from United States Post-office department.....	\$ 1,965.11
Due from agents.....	17,477.08
Due from other railroads.....	1,439.21
	<u>3,881.40</u>
Cash on hand.....	17,501.10
Total.....	\$ 5,521,409.80

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

CR.

First mortgage bonds.....	\$1,710,000.00	
Capital stock	3,420,000.00	\$ 5,130,000.00
Bills payable.....		196,826.66
City tax and individual subscriptions.*		
Collected from County Treasurer and on sub-		
scription	\$ 40,521.08	
Collected from Judge Grant and on subscription	4,837.89	45,358.97
Freight earnings till June 30, 1878, 6 months.....	\$ 75,653.80	
Passenger earnings till June 30, 1878, 6 months.....	32,017.44	
Express earnings till June 30, 1878, 6 months.....	1,149.35	
Mail earnings till June 30, 1878, 6 months.....	3,753.22	
Miscellaneous earnings till June 30, 1878, 6 months.	82.23	112,656.04
Due to other railroads.....		988.21
Unpaid vouchers and pay-rolls		24,485.21
Income account.....		11,094.71
Total.....	\$	5,521,409.80

DESCRIPTION OF ROAD.

†Length of main line of road completed, from Davenport to Fayette	128.40
Branches owned by company, viz:	
Eldridge to Maquoketa, length.....	32.25
Total length of road belonging to this company.....	160.65
Aggregate length of sidings and other tracks not above enumerated	8.55
Gauge of track.....	4 feet 8½ in.
Total length of tracks belonging to this company laid with iron rails [weights per yard, 56 lbs.]	
Roads belonging to other companies, operated by this company, under lease or contract.....	None.
Wooden bridges, number of, 401; aggregate length, feet.....	25,642
Stone culverts, number of, 5; aggregate length, feet	
Culverts, box, number of, 216; aggregate length, feet.....	

BRIDGES BUILT WITHIN THE YEAR.

Built in Place of Old Bridges.

NUMBER.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Sixty-nine.....	Trestle.....	Wood	6,224 feet.....	

*To aid in bringing the road into the city of Davenport.
† Length in all cases given in miles and decimals.

Crossings, Etc.

What roads cross your road at grade in this State, and at what locality?

Chicago & Northwestern Railroad, at Wheatland.

Chicago & Northwestern Railroad, at De Witt.

Chicago & Northwestern Railroad, at Delmar.

Western Union Railroad, at Oxford Junction.

Western Union Railroad, at Delmar Junction.

Western Union Railroad, near Monticello.

What roads cross your road either over or under your grade in this State, and where?

Chicago & Northwestern Railroad, at Centre Junction.

Illinois Central Railroad, at Delaware.

Chicago, Rock Island & Pacific Railroad, at Davenport.

Number of crossings of highways at grade in this State without protection .. 173

Number of crossings of highways at grade in this State at which there are gates or flagmen.

Number of crossings of highways over railroad..... 4

Number of crossings of highways under railroad..... 9

Number of highway bridges 18 feet above track 4

Number of stations..... 29

How many miles of fencing have you on your road in Iowa?..... 53 ²⁴⁷⁸₅₂₂₀

How many miles of fencing have you built during the year?..... 9 ²⁸⁰⁶₅₂₂₀

What was the average cost per rod?..... \$0.49

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

65.00 miles in Scott county.

54.95 miles in Clinton county.

2.25 miles in Jackson county.

.94 miles in Cedar county.

39.49 miles in Jones county.

54.74 miles in Delaware county.

23.58 miles in Clayton county.

26.75 miles in Fayette county.

Aggregate amount, 267 70-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... 5

Number of locomotives of more than 20 tons weight, and under 30 tons. 3

Number of passenger—8-wheel..... 7

Number of express and baggage cars 3

Number of box and freight cars..... 49

Number of stock cars..... 10

Number of platform cars..... 26

Number of coal cars..... 15

Number of conductors' way cars 2

Other cars as follows:

Number of smoking cars 2

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 35 tons.

TELEGRAPHS.

Miles of telegraph on line operated by company..... 128.40

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year	80,128
Miles run by freight trains.....	80,128
Miles run by mixed trains	27,231
Total mileage of passenger, freight and mixed trains.....	187,487
Number of through passengers.....	4,258
Number of local passengers.....	77,324
Total number of passengers carried	81,582
Number of tons of through freight carried.....	30,834
Number of tons of local freight carried.....	36,209
Total mileage of local freight	77,043
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare), (1,000 mile tickets).....	3 cents.
Average number of cars in passenger trains, including baggage-cars..	2

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? United States Express Company. They receive and deliver their own freight.

What freight and transportation companies run on your road? None.

Do sleeping, parlor, or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$5,639.44 per annum from Davenport to Fayette. \$1,827.99 per annum from Davenport to Maquoketa.

Lands—Congressional Swamp Land Grants.—None.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. \$34,451.14 received from the treasurer of Scott county, on account of nine mill tax voted by the city of Davenport, to aid in extending the road into the city of Davenport. Bonds and stock were given for said amount.

ACCIDENTS TO PERSONS IN IOWA.

No accident during the year, and no injury done to either passenger or employe.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Lewis H. Meyer, New York.
 Vice-President, James C. Spencer, Milwaukee, Wisconsin.
 Secretary, J. Smith Conner, Davenport, Iowa.
 Treasurer, August Rutten, New York.
 General Manager, John E. Henry, Davenport, Iowa.
 Superintendent of Telegraph, M. M. Knapp, Davenport, Iowa.
 Auditor, J. Smith Conner, Davenport, Iowa.
 General Passenger Agent, and General Freight Agent, John L. Kellogg,
 Davenport, Iowa.
 Attorneys, General and local, James Grant, Davenport, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Lewis H. Meyer, New York city.
 August Rutten, New York city.
 William B. Bonn, New York city.
 Arnold Marcus, New York city.
 Elias L. Frank, New York city.
 Edward Livingston, New York city.
 James C. Spencer, Milwaukee, Wisconsin.
 James Grant, Davenport, Iowa.
 John E. Henry, Davenport, Iowa.

General offices at Davenport, Iowa.
 Date of annual meeting of stockholders, first Monday of May.
 Fiscal year of company, December 31st.

STATE OF IOWA, }
 County of Scott. }

John E. Henry, General Manager, and J. S. Conner, Auditor, of the Davenport & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

JOHN E. HENRY, *General Manager.*
 J. S. CONNER, *Auditor.*

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

[L. S.]

C. WHITAKER,
Notary Public, Scott county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 7th day of September, 1878.

REPORT

OF THE

DES MOINES & FORT DODGE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,000,000.00
Par value of shares.....	\$ 100.00
Average price received.....	
Capital stock authorized by vote of company, number of shares.....	40,000
Capital stock issued, number of shares, 40,000, amount paid in	
Capital stock paid in common.....	3,000,000.00
Capital stock paid in preferred, and conditions of preferment	1,000,000.00
Capital stock, total amount realized in property.....	\$ 4,000,000.00

DEBT.

Funded debt, as follows:

1st mortgage bonds (due A. D., 1905, bear interest at 6 per cent., which is payable semi-annually) amount	1,089,000.00
Income on other mortgage bonds (due A. D., 1905, bear interest at — per cent., which is payable —) amount	1,089,000.00
Total amount of funded debt.....	2,178,000.00
Amount received from the same in property	\$ 2,178,000.00
Total debt liabilities.....	2,178,000.00
Amount of debt liabilities per mile of road, 87.2 miles.....	24,977.00

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment (approximate).....	\$2,400,000
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State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? We are replacing with steel as iron wears out, and ballasting the track in wet places, and these repairs are charged to repair account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1877.....	\$4,643.58	\$4,610.20
August,	1877.....	4,965.90	7,952.20
September,	1877.....	5,060.22	9,784.57
October,	1877.....	5,958.94	8,715.79
November,	1877.....	4,405.92	7,169.65
December,	1877.....	4,469.54	7,672.61
January,	1878.....	4,509.20	12,258.82
February,	1878.....	4,611.48	14,243.39
March,	1878.....	4,062.43	9,464.84
April,	1878.....	5,175.38	13,455.87
May,	1878.....	4,112.82	11,402.21
June,	1878.....	4,220.79	8,884.66
Totals.....		\$56,196.20	\$115,604.81

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	TRACK- AGE & RENT.	MISCELLA- NEOUS.
July,	1877.....	\$353.93	\$212.00	\$383.33	.....
August,	1877.....	353.93	324.00	383.33	.....
September,	1877.....	353.93	300.00	383.33	.....
October,	1877.....	353.93	324.00	383.33	.....
November,	1877.....	353.93	312.00	383.33	.....
December,	1877.....	353.97	312.00	383.37	\$243.88
January,	1878.....	353.93	324.00	383.33	.....
February,	1878.....	353.93	288.00	19.00	.....
March,	1878.....	353.93	312.00	15.00	.....
April,	1878.....	353.93	312.00	15.00	.....
May,	1878.....	353.93	324.00	18.00	.....
June,	1878.....	353.93	300.00	16.00	.....
Totals.....		\$4,247.20	\$3,744.00	\$2,766.35	\$243.88

Recapitulation of Earnings.

Receipts from passengers	\$ 256,198.20
Receipts for express.....	3,744.00
Receipts for mails.....	4,247.20
	<hr/>
Total receipts from passenger trains.....	\$64,187.40
Receipts from passenger trains, per train mile run (545.22 miles), \$1.17 72-100.	
Total receipts from freight trains	115,614.81
Receipts from freight trains, per train mile run (571.42 miles), \$2.02 52-100.	
Receipts from miscellaneous sources	3,010.23
Total earnings.....	182,812.44
Earnings per mile of road operated (872 miles), \$2,096.47.	
Per train mile, for passenger, freight and mixed trains (111,664 miles), \$1.61 02-100.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

(Class 1—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 26,693.19
Repairs of track—supplies (exclusive of new rails).....	16,122.66
Repairs of bridges—labor and supplies.....	5,316.15
Repairs of fences—labor and supplies.....	663.50
Repairs of buildings—stations and water-tanks, etc.....	463.96
Repairs of telegraph.....	128.39
New rails, deducting old rails sold.....	2,218.04
All other expenditures chargeable to this account.....	160.18
	<hr/>
Total.....	\$ 51,766.07

Class 2—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies.....	9,575.89
Repairs of cars—labor and supplies	8,121.08
Repairs of machinery and tools—labor and supplies.....	785.74
All other expenditures chargeable to this account.....	53.66
	<hr/>
Total.....	18,536.37

Class 3.—Conducting Transportation.

Fuel.....	8,956.53
Oil, waste and lights.....	1,616.35
Wages of employes—conductors, enginemen, brakemen, station- men, (all grades) and clerks.....	26,032.68
Miscellaneous train and station supplies.....	714.53
Water supply.....	236.92
Telegraph operation.....	.....
Loss and damage of goods.....	80.44
Injuries to persons.....	766.55
Damage for stock killed.....	829.00
Damages to property, including damages by fire.....	50.72
Legal expenses.....	905.68
All other expenses chargeable to this account.....	270.00
	<hr/>
Total.....	\$ 40,459.40

Class 4.—General Expenses.

Salaries of the general officers of the company	\$	8,000.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....		1,801.88
Insurance.....		589.58
Taxes in Iowa.....		8,000.23
Advertising.....		145.25
Printing and stationery... ..		952.86
All other expenses chargeable to this account.....		84.19
Total.....	\$	19,573.99

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$	130,335.83
Proportion for Iowa.....	\$130,335.83	
Per mile of road operated.....	1,493.53	
Per train mile for passenger, freight and mixed trains [miles].....	1.1672	

GENERAL RECAPITULATION.

Total earnings.....	\$	182,812.44
Total operating expenses.....		130,335.83
Net earnings—earnings above operating expenses.....	\$	52,476.61

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$	65,520.00
Total interest liability for the year.....	\$	65,520.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Des Moines to Callender, 1869.	
From Callender to Fort Dodge, 1870.	
* Length of main line of road completed, from Des Moines to Fort Dodge.....	87.2
Aggregate length of sidings and other tracks not above enumer- ated.....	5.6
Aggregate length of tracks belonging to this company computed as single track.....	92.8
Gauge of track.....	4 feet 8½ inches.
Total length of tracks belonging to this company laid with steel rails, weights per yard, 60 pounds.....	2.5
Total length of tracks belonging to this company laid with iron rails, weights per yard, 50 pounds.....	90.3

* Length in all cases given in miles and decimals.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Total miles of road operated by this company	872
Wooden bridges, on whole line, number of, 8; aggregate length, feet ...	780
Wooden trestles, number of, 49; aggregate length, feet.....	3,428
Culverts, number of, 155; aggregate length, feet.....	383

What railroads cross your road at grade in this State, and at what locality?

Des Moines & Indianola Railroad, at Des Moines.

Chicago, Rock Island & Pacific Railroad, at Valley Junction.

Chicago & Northwestern Railroad, at Grand Junction.

Illinois Central Railroad, at Fort Dodge.

Number of crossings of highways at grade in this State without protection.....	66
--	----

Number of crossings of highways under railroad.....	3
---	---

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains must come to full stop two hundred feet from crossing.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistle is sounded and bell rung.

Number of stations.....	13
-------------------------	----

Number of persons regularly employed on all roads operated by company, including officials	136
--	-----

How many miles of fencing have you on your road in Iowa?.....	4.4
---	-----

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

10.16 miles in Polk county.

53.96 miles in Dallas county.

6.00 miles in Boone county.

46.80 miles in Greene county.

50.00 miles in Webster county.

Aggregate amount, 166.92 miles.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender..	8
Number of locomotives of more than 10 tons weight, exclusive of tender..	1
Number of passenger cars—12-wheel	1
Number of passenger cars—8-wheel	5
Number of express and baggage cars	2
Number of box freight cars	73
Number of stock cars.....	18
Number of platform cars.....	24
Number of coal cars	38
Number of conductors' way cars.....	3

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—160 tons. Give the weight of engines generally used. Twenty-six tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 22-ton engine—10 cars.

Number of locomotives equipped with train-brake.....	4
--	---

Number of passenger cars equipped with train brake.....	6
---	---

What kind of train-brake is in use on your road? Westinghouse and hand brake.

TELEGRAPHS.

Miles of telegraph on line operated by company .....	.....
Miles of telegraph owned by company.....	.....
Number of telegraph stations operated by company.....	15

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	54,522
Miles run by freight and mixed trains.....	57,142
	<hr/>
Total mileage of passenger, freight and mixed trains.....	111,664
Miles run by construction and other trains.....	15,003
	<hr/>
Total train miles run.....	238,331
	<hr/>
Number of local passengers.....	45,646
Total number of passengers carried.....	45,646
	<hr/>
Total passenger mileage, or passengers carried one mile.....	1,396,807
Average amount received from each passenger	\$ 1.23
Average distance traveled by each passenger—miles.....	30.6
Number of tons of local freight carried.....	66,945
Total mileage of local freight.....	2,424,257
Total tons of freight carried.....	66,945
Total freight mileage, or tons carried one mile.....	2,424,257
Highest rate of fare per mile, for any distance.....	4.33
Lowest rate of fare per mile, for any distance (single fare).....	3.09
Average rate of fare per mile, for local passengers.....	4.00
Average rate of fare per mile for all passengers	4.01
Average rate received per mile, per ton, for all freight carried.....	4.76
Average number of cars in passenger trains, including baggage-cars.....	2

Tonnage of Articles Transported.

	TONS.	PER CT.
Grain.....	26,267	39.24
Flour.....	231	.34
Provisions (beef, pork, lard, etc.)	24	.03
Animals.....	11,213	16.75
Other agricultural products.....	1,920	2.87
Lumber and forest products.....	8,018	11.96
Coal.....	11,167	16.88
Plaster.....	1,092	1.50
Salt.....	656	.98
Petroleum.....	240	.35
Stone and brick.....	335	.50
Manufactures—articles shipped from point of production....	820	1.24
Merchandise and other articles, not enumerated above.....	5,060	7.56
	<hr/>	<hr/>
Total tons carried.....	66,954	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Co.

What freight and transportation companies run on your road? None.

Do sleeping, parlor or dining-room cars run on your road? No.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$106.80 per quarter.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants.....	22,111
State the number of acres yet to inure to your company from Congressional grants,.....	.....
State the average price at which these lands are offered for sale by the company.....	\$5 per acre.
State the average price at which these lands have been sold or contracted by the company.....	\$5 per acre.
State the number of acres sold.....	923
State the amount received from sales.....	\$ 6,500
State the amount received from outstanding contracts.....	2,356
State the gross amount received from sales, contracts, forfeited contracts, &c, up to June 30, 1878.....	8,856

Lands—State or Swamp Land Grant.

State the number of acres of swamp lands received from counties.....	.....
State the number of acres yet to inure to your company from swamp lands granted to the counties.....	6,800
State the average price at which these lands are offered for sale by the company.....	None offer'd
State the average price at which these lands have been sold or contracted by the company.....	None sold.

ACCIDENTS TO PERSONS IN IOWA.

July 16th, 1877—John Jounst, an old and demented man, was killed in East Des Moines yard; was dead when found. It was supposed that he was leaning against a car on the side track, when other cars attached to switch engine was backed against the car he was leaning against, and he was knocked down and run over. No one at fault except the person killed.

September 5th, 1877—An old lady, name unknown; was struck by engine attached to train, she was walking on the track three miles west of Des Moines when killed. Sufficient warning was given her to get off the track and out of the way, but she did not seem to heed; also, all possible effort was made to stop the train, when it was discovered that she was an old lady and not seeming to notice the efforts made to arrest her attention. Company not to blame.

September 8th, 1877—John Scanlon, brakeman, in the employ of the company; had his right hand severely injured while coupling cars at Perry. He seemed to be getting along as well as could be under the circumstances, when he took cold in the injured hand, which resulted in death from lock jaw. As he was well enough to walk around the exposure was needless, and the company not to blame for the result of the injury.

January 9th, 1878—Jas. Mackey, who claimed to be an expert; was employed temporarily as brakeman, and while in the act of coupling cars at Rippey station, had his thumb and forefinger of the right hand injured. Company not to blame.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Chas. E. Whitehead, New York.
 Vice-President, Chas. Dana, New York.
 Secretary, Frank Saunders, New York.
 Assistant Treasurer, Geo. W. Ogilvie, Des Moines.
 General Superintendent, Chas. N. Gilmore.
 Chief Engineer, Jos. Carss.
 Superintendent of Telegraph, J. T. Hoke.
 Auditor, General Passenger and Freight Agent, Geo. W. Ogilvie.
 Attorneys, General and Local, C. C. Nourse.

NAMES OF DIRECTORS WITH RESIDENCE.

Chas E. Whitehead, New York.
 Geo. Bliss, New York.
 Chas. Dana, New York.
 John L. Ludlum, New York.
 Wm. R. Sands, New York.
 C. C. Nourse, Des Moines.
 Geo. B. Smyth, Keokuk.

General offices at Des Moines, Iowa.
 Date of annual meeting of stockholders, first Thursday in June.
 Fiscal year of the company, January 1st.

STATE OF IOWA, }
 County of Polk. }

I, C. N. Gilmore, Superintendent of the Des Moines & Fort Dodge Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. B.]

C. N. GILMORE.

Subscribed and sworn to before me, this 12th day of September, A. D., 1878.

[L. S.]

J. A. JACKSON,
 Notary Public, Polk County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this
 17th day of September, 1878.

REPORT

OF THE

DUBUQUE SOUTHWESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 2,000,000.00
Par value of shares	\$ 100.00
Average price received per share.....	100.00
Number of stockholders at date of last election.....	96
Number of stockholders in Iowa at same date.....	49
Amount of full-paid stock held in Iowa.....	\$ 137,400.00
Capital stock issued, number of shares 11,780, amount paid in.....	1,178,000.00
Capital stock paid in on shares not issued, number shares.....	
Capital stock paid in common.....	588,400.00
Capital stock paid in preferred, and conditions of preferment...	589,600.00
Capital to receive 6 per cent dividend before any dividend is made to holders of common stock.	
Capital stock total amount paid in as per books of the company	\$ 1,178,000.00
Capital stock total amount realized in cancelation of liabilities of Dubuque Western and D. M. & W. R. R.....	\$ 1,042,100.00
Capital stock total amount realized in property, con- struction	135,900.00
Capital stock paid in per mile of road owned by company, 54.76 miles.....	21,512.00

DEBT.

Funded debt, as follows :

Preferred 1st mortgage bonds (due 1st July, 1883, bear interest at 7 per cent., which is payable January and July) amount.....	\$ 78,500.00
1st mortgage bonds (due 1st October, 1883, bear interest at 7 per cent., which is payable April and October) amount	450,000.00
Unpaid coupons 1st mortgage bonds funded, due April 1, 1879, with 7 per cent. interest.....	13,125.00
Unpaid coupons 1st mortgage bonds funded, due April 1, 1880, 7 per cent., interest.....	6,790.00
Total amount of funded debt.....	\$ 548,415.00

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1877.....		\$ 223.11	\$ 92.34
August, 1877....		223.11	97 68
September, 1877.....		223.11	115.81
October, 1877.....		223.11	123.58
November, 1877.....		223.11	102.42
December, 1877.....		223.11	94.35
January, 1878.....		223.11	85.29
February, 1878.....		223.11	81.43
March, 1878.....		223.11	97.66
April, 1878.....		223.11	105.82
May, 1878, $\frac{3}{4}$ month.....		148.74	77.36
June, 1878.....		.....	.....
Totals.....		\$ 2,379.84	\$ 1,073.74

Recapitulation of Earnings.

Receipts from passengers	\$ 36,475.62
Receipts for express.....	1,073.74
Receipts for mails.....	2,379.84
Total receipts from passenger trains.....	\$ 39,929.20
Receipts from passenger trains, per train mile run, [66,500 miles] \$—60.04.	
Receipts from local freight.....	20,603.75
Receipts from through freight.....	29,387.50
Total receipts from freight trains.....	\$ 49,991.25
Receipts from freight trains, per train mile run, [66,500 miles] \$—75.17.	
Receipts from miscellaneous sources—rent of Monticello bridge and approaches.....	2,022.62
Total earnings.....	\$ 91,943.07
Earnings per mile of road operated, [54.76 miles] \$1,679.	
Per train mile, for passenger, freight and mixed trains, [66,500 miles] \$138.26.	

Have you made any advance or reduction in freight since the enactment of Chapter 77, of the Laws of the Seventeenth General Assembly—if so, what percentage? No change.

Receipts other than Earnings.

Receipts from sale of real estate, small portion of depot grounds at Cedar Rapids sold to B., C. R., & N. Ry. Co.....	\$ 608.25
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R E P O R T
OF THE
*** FORT DODGE & FORT RIDGELY RAILROAD COMPANY,**

SEPTEMBER 28, 1878.

LOCATION OF ROAD.

From a connection near Fort Dodge, with the I. F. & S. C. R. R., (operated by the Illinois Central R. R. Co.,) north 12 $\frac{3}{4}$ miles.

Gauge.....4ft. 8 $\frac{1}{2}$ in.

EQUIPMENT.

Engines, 1; passenger cars, 1; box cars, 1; flat cars, 6; hand cars, 1.

Value of road and equipment..... \$66,200.00

Opened for traffic, September 9, 1878.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Walter H. Brown, Tanhussen, Minnesota.

Vice-President, Geo. W. Bassett, Fort Dodge, Iowa.

Secretary, G. T. Peterson, Fort Dodge, Iowa.

Treasurer, G. R. Pearsons, Fort Dodge, Iowa.

General Manager, W. M. Grant, Fort Dodge, Iowa.

General Superintendent, G. R. Pearsons, Fort Dodge, Iowa.

Chief Engineer, E. Colburn, Fort Dodge, Iowa.

DIRECTORS.

Walter H. Brown,

J. F. Duncombe,

L. Blunden,

G. W. Bassett,

Isaac Garmoe,

E. E. Prussia,

A. McBane,

W. M. Grant,

J. M. Mulroney,

G. R. Pearsons,

C. B. Richards.

By G. R. PEARSONS, *General Superintendent.*

*This road was not completed and opened for traffic until more than two months after the close of the year designated in the act governing the Commissioners, consequently does not appear in many of the tables prepared by them.

REPORT

ACCIDENTS TO PERSONS IN IOWA.—None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Snyder.
Vice-President—G. W. Kierulff.
Treasurer—Henry Lawrence.

NAMES OF DIRECTORS WITH RESIDENCE.

F. A. Kilburn, Montezuma.
G. W. Kierulff, Montezuma.
M. Snyder, Grinnell.
H. Lawrence Grinnell.
W. H. Redman, Montezuma.
J. H. Merrill, Des Moines.
Thomas Harris, Montezuma.
General office at Grinnell.
Date of annual meeting of stockholders, first Wednesday in May.

STATE OF IOWA, }
County of Poweshiek. }

We, M. Snyder, President, and H. Lawrence, Secretary and Treasurer of the Grinnell & Montezuma Railroad Company, being duly sworn, depose and say that we have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of our knowledge and belief.

Signed,

[L. S. OF R. R.]

M. SNYDER, *President.*
H. LAWRENCE, *Sec. and Treas.*

Subscribed and sworn to before me, this 7th day of November, A. D., 1878.

[L. S.]

HENRY C. SPENCER,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 19th day of September, 1878.

STATE OF IOWA, }
County of Linn. }

I, P. E. Hall, Secretary of the Iowa Falls & Sioux City Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. R.]

P. E. HALL.

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

CHAS. H. CLARK.

[L. S.]

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

STATE OF IOWA, }
County of Boone. }

I, Charles A. Sherman, President and Superintendent of the Iowa Railway, Coal and Manufacturing Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. R. R.]

CHARLES A. SHERMAN.

Subscribed and sworn to before me, this 14th day of November, A. D., 1878.

W. D. TEMPLIN,

[L. S.]

Justice of the Peace.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878

